

# AUTOSPORT

NOVEMBER 12, 1954

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EVERY FRIDAY

Vol. 9 No. 20

BRITAIN'S MOTOR SPORTING WEEKLY



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RILEY RALLY : THE 9TH CHELTENHAM TRIAL : PARISIAN COMMENTARY, BY JOHN BOLSTER

*more and more racing drivers...*

*on more and more racing cars...*

*are relying more and more on...*

**GIRLING**

THE BEST BRAKES IN THE WORLD



*Way Out Ahead* →

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 20

November 12, 1954

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**NOTICES**

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General Manager PETER BAYLEY

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## EDITORIAL

### SPORTING APPEAL . . . .

THE annual R.A.C. London-Brighton Run, organized by the Veteran Car Club of Great Britain, Ltd., is a very fine event, and it is to be hoped that the general public will appreciate some of the difficulties which beset the crews of the very early machines. Always a popular spectacle, the film "Genevieve" has given the "Brighton" world-wide publicity, and consequently even greater crowds will congregate along the route, and vast numbers of private cars will follow (and hinder) the progress of the entrants. AUTOSPORT appeals to every driver who is on the London-Brighton road on that particular day, to avoid crowding the veterans, and to realize that the steering, braking and so on of the majority of these pre-1905 machines are not always conducive to rapid stops and hasty avoidances. While some of the cars are entered in a light-hearted spirit, with possibly some thought of attendant publicity, quite the largest proportion are the property of serious-minded people, who have expended a great deal of time and money on the renovation of their irreplaceable machines. To refer to their cars as "Old Crocks" implies complete ignorance of all that the V.C.C. stands for, and immediately labels those who use that term as having not the slightest interest in any form of automobile engineering. Spare a thought for the original pioneers, who saw fit to celebrate the introduction of a new Act, which threw off some of the shackles that restricted progress, by staging that historic London to Brighton Emancipation Day Run on the 14th November, 1896. The British motor industry was just in the process of being born; although two British-made cars, the Beeston and the Arnold, took part, they used Continental-built engines. This country's inventive genius had been stifled for years by senseless laws, and the iniquitous Locomotives Acts. Two years earlier, France had already organized and run the first motor race on public highways; the wonderful permanent circuits at Rheims, Le Mans and Rouen (all on publicly owned roads) are a modern reminder of France's benevolent attitude to the sport of motoring. Yes indeed, the London-Brighton Run can be said to have marked the turning point in British automobile engineering, providing designers with the chance of building road-worthy vehicles, despite the continued anti-motoring attitude of a succession of Governments, and which still denies us the right to organize any form of road race on the mainland using highways for which millions of car and motor-cycle owners have contributed untold sums of money in the form of taxes. Needless to say, only a tiny fraction of the huge contribution has been used to develop roads suitable for modern conditions!

**OUR COVER PICTURE**

*FREEDOM of the road: Commemorating the emancipation of the motorist in 1896 from the crippling "red flag" laws, the annual Veteran Car Run takes place again on Sunday. R. A. Pither is seen arriving at Brighton last year in his 1903 De Dion Bouton.*

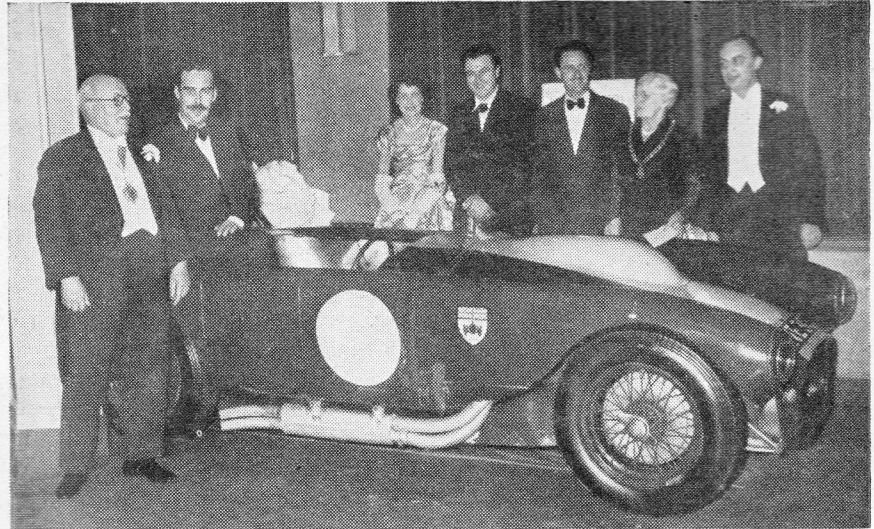
**STIRLING MOSS** will receive the "Driver of the Year" Trophy at the A.G.M. and Dinner of the Guild of Motoring Writers at the R.A.C. on 16th December.

**ENTRIES** for this year's London Rally of the London M.C. reached 401—a new record for a National Rally.

**CONGRATULATIONS** to Harold Smets, who recently completed 40 years' service with the Dunlop Company. Twenty-five of them he has spent in the racing department.

**ALTHOUGH** Lancia are not competing in the Pan-American race, team driver Piero Taruffi will be. His mount?—a Ford saloon, running in the touring car category.

**STILL** convalescing after his Monza crash injuries, Giuseppe Farina intends to resume Grand Prix racing in January next, in the Argentine G.P.



**LISTER LUSTRE:** Never did the 2-litre Lister-Bristol, driven so successfully this year by Archie Scott-Brown, shine more brightly than at the recent Motor Agents Association dinner/dance at Cambridge. Around the car are, l. to r., The Mayor of Cambridge, A. Scott-Brown, Mrs. We'lls, Brian Lister, Don Moore, the Mayoress of Cambridge, and Mr. Wells, Chairman of the Cambridge Section of the M.A.A.

## PIT & PADDOCK

**HOTTED-UP** version of the 750 c.c. Renault—the "R1063" model, is now available on the British market, at a price of £790 plus £358 12s. 6d. P.T.

**MERCEDES-BENZ** team driver Hans Herrmann has been loaned to Porsche for the Pan-American race, and has already left Germany by air for Mexico. Three 1500 Porsche Spyders are due to run, drivers Herrmann, Segura and Juhan.

**STIRLING MOSS** and Lance Macklin left by air last week for U.S.A. Macklin hopes to take part in a sports car race at Nassau, Bahamas, following the Pan-Americana.

**SIR JAMES SCOTT-DOUGLAS** entered the London Clinic last week, but hopes to be up and about shortly. Mike Hawthorn was due to go in at the beginning of the week for a serious operation, a result of injuries received at Pau early this season.

The AUTOSPORT Monte Carlo Rally Trophy which will be awarded annually to the member of the British Monte Carlo Rally Competitors' Club who finishes highest in the general classification. Qualification for the Trophy requires that the car must have been registered in the name of the entrant, at least three months before the start of the rally.



**TRIUMPH TR2** driven by a Brazilian named Carvalho won the Macao G.P. for sports cars in Brazil, held on 31st October. What is more, other TR2s were second, third and fourth. Race was over 204 miles.

**THE B.R.D.C.** gets bigger and bigger; to Desmond and Joan Scannell, a second daughter and likely recruit to race control.

**ALAN (THE BEARD) MOORE** will drive one of the new lightweight Lister-Bristols next season, in partnership with Ormsby Issard-Davies.

**ALFA ROMEO** are said to have approached Juan Manuel Fangio with a definite offer for the future. However, the World Champion will almost certainly be a member of the Mercedes-Benz team at Buenos Aires next January.

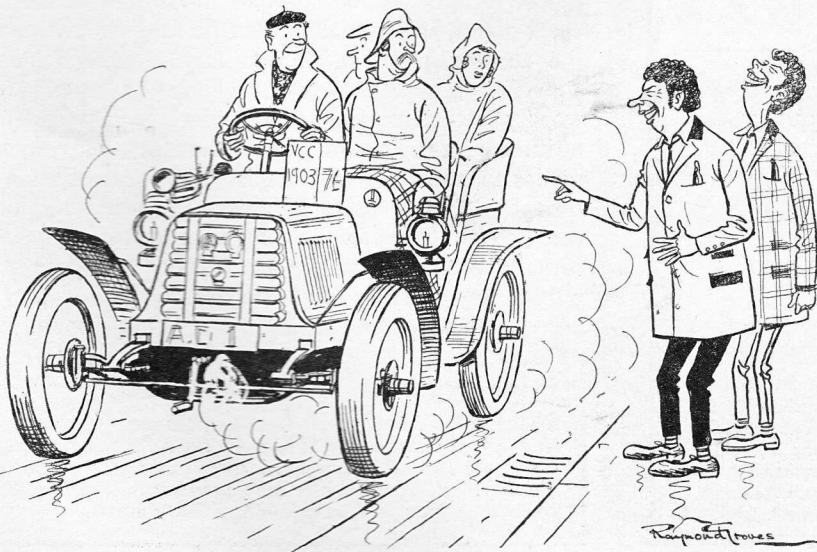
**KEN WHARTON'S** appointment as Competitions Manager of Daimlers will not interfere with his racing plans for next season.

**MRS. BILL WISDOM** will have Susan Hindmarsh as co-driver in her Austin for the "Monte"; the last-named is not going with Mrs. Mitchell as reported in last week's issue.

**IAN AND PAT APPEYARD** return to rallies in the "Monte". They will, of course, be driving a Jaguar.

**CYRIL BOLD** has sold his famous trials car to Cyril Brough of Gloucester, who drove it in the "Che'tenham".

**NEXT** week's issue will contain a full road-test report by John Bolster of the aerodynamic Lotus-M.G., and stories and pictures of the London-Brighton Run, and M.C.C. "Redex" Rally.



YES, it's the Spa circuit, famed for the Belgian G.P. held there for years and years, but here seemingly invaded by a horde of American saloons. It's the starting scene at the annual Spa Production Car Race, with winner Paul Frère already leading in the Chrysler "New Yorker".



### THE FIFTH CARRERA PANAMERICANA

ON Friday next, 19th November, sports and touring cars of many nationalities will set off from Tuxtla Gutierrez, not far from the Guatemalan border, on the first of the eight stages comprising Mexico's Pan-American road race, a 1,900-mile event ending at Cd. Juarez on the Mexico/U.S. border. Importance of this year's race, final round in the World Sports Car Championship, is somewhat diminished by the fact that the aforesaid Championship is already firmly and irrevocably in the hands of Ferrari. As a result, last year's winner in Mexico,

## SPORTS-NEWS

Lancia, have abstained from competing; Ferrari representation includes Maglioli and Tringant in a 4.9-litre car, and two 3-litre cars, with Bracco driving one. Alfa Romeo are strongly represented but not, alas, in the sports class, their cars being "1,900" models. A variety of independent Ferraris and a lone 1,500 Osca to be driven by Chiron complete the Italian makes.

Porsche have three 1½-litre Spydery down to take part, with Hans Herrmann and local men Segura and Juhann to drive them; rivalling these very fast machines in the 1,500 c.c. class is the compatriot Borgward équipe, with Brudes, Hammernick and Bechem as drivers. The entry list totals over 150, the production classes being extremely well supported by American marques.

Recent rainstorms have seriously damaged roads and bridges along the route, and the organizers are straining every nerve to effect repairs in good time.

### L'EQUIPE GORDINI/GARCZYNSKI

INITIAL plans of Amedée Gordini, pending the consolidation of his agreement with M. Garczynski to combine forces as a competition stable, envisage the building of at least two new Formula 1 racing cars, and of a number of sports cars, comprising two 1½-litre models, two of 2 or 2½ litres, and two 3 litres. The latter would be primarily for Le Mans, the others for such events as crop up in the Calendar. It is also hoped to build 1½-litre machines for sale.

### THE E.R.A. ANNIVERSARY TROPHY

PRESENTED for competition amongst drivers of E.R.A. cars by Humphrey Cook, co-founder of the famous Bourne racing car concern in 1934, the E.R.A. Anniversary Trophy for 1954 has been won by Derek Wilkinson and Jack Williamson, who have jointly driven the famous ex-Peter Whitehead 1936 B-type E.R.A. throughout the season. Presenta-

tion of the contest was entrusted to the Aston Martin O.C., and the points marking system was evolved for nine specified race meetings and hill-climbs, at most of which special E.R.A. events were staged.

The victorious Wilkinson/Williamson car was purchased from Graham Whitehead in 1952; it won the Richard Seaman Memorial Trophy race at the V.S.C.C. Silverstone meeting this year, driven by Williamson.

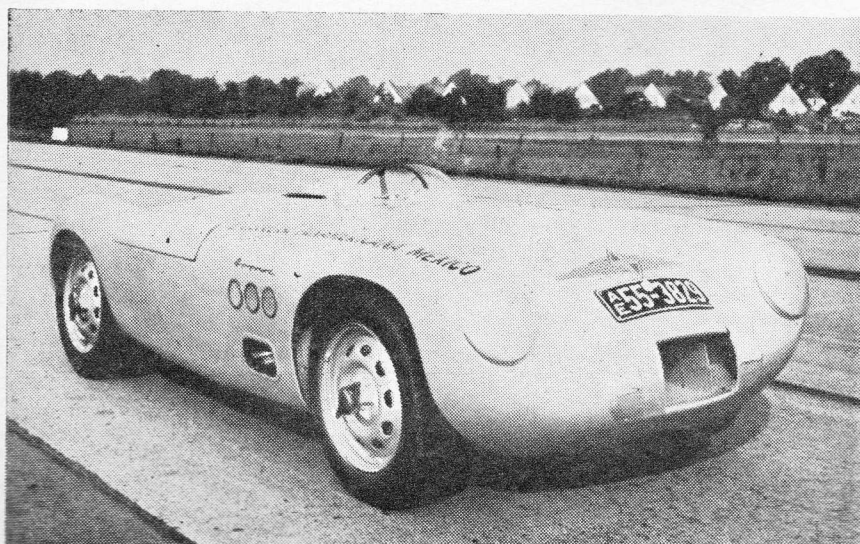
### NEW GERMAN RACING BOOK

PUBLISHED by Bluchert-Verlag, Stuttgart, *Jagd Nach Dem Sieg*, by Karl Kling and Gunther Molter is, at the moment, available only in German. Foreword is by Alfred Neubauer, and there are many superb photographs taken by Molter, Rodolfo Mailander, Kurt Wörner and others. The story deals with Kling and how he began driving in post-war races with BMW and Veritas machines, was provisionally signed for Mercedes-Benz ready for their return to racing, was lent to Alfa Romeo and Porsche for road-racing experience and so on. There are 194 pages, and 88 half-tone illustrations. It is priced at 9 DM. 80 in Germany.

### £100 OFF

SUBSTANTIAL price reductions are announced by the Nuffield Organization on three of their models. The basic retail price of the Wolseley Six/Ninety is reduced from £850 to £750, and that of the Riley Pathfinder from £975 to £875, with proportionate reductions in purchase tax. In addition the basic price of the Riley 1½-litre saloon is cut by £50, to £800. P.T. on these three models is now £313 12s. 6d., £365 14s. 2d. and £334 9s. 2d. respectively.

These price reductions are made possible by intensified production plans following Earls Court, it is stated by Mr. R. F. Hanks, Nuffield Organization's vice-chairman.



NOW IN MEXICO: One of the 1½-litre sports Borgwards due to race in the Carrera Panamericana next week. The four-cylinder, 1,493 c.c. engine with Bosch fuel injection gives 110 b.h.p. at 6,000 r.p.m. A speed of over 135 m.p.h. has been achieved.

### "PERFORMANCE CARS" TROPHY FOR GAMMON

ALTHOUGH he ceased racing for 1954 after his crash at Brands Hatch on August 2nd, Peter Gammon emerges as a runaway winner of the Performance Cars Trophy contest for sports cars of up to 1½-litre capacity. His successes at various British meetings with the familiar Mk. VI Lotus netted him 89 points while the second man, John Coombs, gained 43 points with his Lotus-Connaught. Archie Scott-Brown (Lister-M.G.) was third (39 pts.); Colin Chapman (Lotus) fourth, with 37; fifth with 28 pts. was Brian Naylor (Cooper-M.G.), and sixth R. Watling-Greenwood (R.W.G.), who scored 22 pts.

### B.A.R.C. DINNER/DANCE

THE annual dinner/dance of the British Automobile Racing Club took place at Grosvenor House, London, last Friday, over 1,100 members and guests being present. In the chair was the President, the Duke of Richmond and Gordon, who spoke of the club's activities, and mentioned that membership now exceeded 8,000. His Grace confirmed that the B.A.R.C. would organize the 1955 British Grand Prix at Aintree, but announced that the "Nine Hours" would again not be held. Other speakers were Professor A. M. Low and Raymond Baxter. A presentation was made to Mrs. H. J. Morgan, wife of the Secretary, in appreciation of assistance given during the season on the organization side.

Among the racing drivers present were Reg Parnell, Roy Salvadori, Graham Whitehead, Ken Wharton, John Heath, George Abecassis, Don Parker, Tom Meyer, Philip Fotheringham-Parker, Les Leston and Bert Rogers. Prominent guests were Sir Miles and Lady Thomas, Sir Bernard and Lady Docker, Mr. and Mrs. George Simon, *Daily Telegraph*, Lieut.-Col. and Mrs. Goldie Gardner, and Lord and Lady Essendon.

A large-scale cabaret was presented, several of the turns being from the current show at the London Palladium. Dancing went on until 2 a.m.

### THE ALFA ROMEO GIULIETTA

QUITE one of the most attractive exhibits at the recent Earls Court motor exhibition was the "Giulietta Sprint" on the Alfa Romeo stand. This new model from the famous Milan factory not only possesses graceful body lines—its specification is equally attractive. The extremely neat four-cylinder twin-cam engine of only 1,290 c.c. immediately intrigues; its power output is given as 65 b.h.p. at 6,000 r.p.m., a figure which is assuredly capable of being augmented. Even so, it propels the pretty little coupé model at 160 k.p.h. (just under 100 m.p.h.), a speed which can also doubtless be improved as development proceeds.

The unit follows current trend in that it is virtually "square", with bore and stroke of 74 mm. x 75 mm. Twin Solex carburetters are fitted. Suspension is by helical springs front and rear, that at the front being independent, of course. Dry weight of the car is under 16 cwt. Indications are that, when the Giulietta begins to come off the production line, it will make its performance felt in its capacity class. Stirling Moss and Fangio are both prospective owners.

## MONTE CARLO RALLY - BRITISH ENTRIES

A TOTAL of 110 British entries has been accepted for the 1955 Monte Carlo Rally, while a further 23 are on the reserve list. Nominations are as follows:—

### Starting from Glasgow.

**Alvis:** A. G. Gray, **Aston Martin:** Ron Faulkner, **Armstrong Siddeley:** Peter Bolton, **Austin:** R. W. Horton, J. D. Sleeman, H. C. Hobson, W. C. Johnson, **Bristol:** A. Meredith-Evans, J. W. E. Banks, **Daimler:** J. W. Bowdage, Ken Rawlings, Cyril Corbishley, **Ford:** K. S. Richardson, J. Cuff, W. T. Todd, J. Risk, Mrs. L. F. Ashfield, Cuth Harrison, Denis Scott, Bill Fleetwood, Reg Phillips, Dr. Charles Hardman, Jack Reece, A. McCracken, E. N. Brinkman, C. F. Bartlett, Maj. R. W. Holmes, Jack Kemsley, J. A. Young, J. Meikle, M. R. Davies, L. C. A. Parkin, **Hillman:** H. Pilmore-Bedford, **Humber:** A. E. Teer, **Jaguar:** J. A. D. Lucas, C. B. Pilgrim, J. Glasgow, J. P. Boardman, A. P. Warren, Eric Haddon, F. C. Merrill, Ian Appleyard, Ronnie Adams, **Jowett:** Dr. L. Taylor, **Mercedes-Benz:** Bert Rogers, **M.G.:** H. W. Burke, A. H. McGrady, A. H. Wilcox, J. B. G. Campbell, J. C. Nairn, Reg Holt, Geoff Holt, Len Shaw, Gregor Grant, **Morris:** E. Lambert, **Riley:** G. A. M. McLaughlin, W. R. Sutherland, Hugh Galt, K. D. Fraser, Lyndon Sims, L. Griffiths, **Standard:** E. Ross, D. J. Farquharson, J. N. Laurence, M. B. Warbreck-Howell, Ray Merrick, Miss A. I. C. Neill, Denis O'M. Taylor, J. Stoddart, **Sunbeam:** R. K. Hooper, George Hartwell, J. Trigg, R. F. D. Seabrook, H. R. Harrop, G. A. Lewis, **Vauxhall:** S. H. Gregory, P. G. Walton, A. Lineker, **Wolsley:** Dr. A. D. Mitchell, **Unspecified:** Leslie Brooke.

### From Monte Carlo.

**Aston Martin:** Peter Collins, **Daimler:** Ken Wharton, Mrs. N. Mitchell, G. Shanley, **Ford:** Gerry Burgess, Ralph Sleigh, **Jaguar:** D. A. Kirk, R. D. Mattock, R. Myhill, **Peugeot:** Len Potter, **Porsche:** C. Cooper, **Standard:** Johnny Wallwork, Miss Mary Walker, John Gott.

### From Lisbon.

**Armstrong Siddeley:** Mike Couper, Tommy Wisdom, **Austin:** Mrs. E. M. Wisdom, **Ford:** Sydney Allard, Robin N. Richards.

### From Munich.

**Armstrong Siddeley:** A.-V.-M. D. C. T. Bennett, **Aston Martin:** Reg Parnell, **Opel:** Capt. J. W. Herbert, Maj. J. J. Pryer, Lt.-Col. M. G. H. Crosby, **Sunbeam:** Peter Harper, Norman Garrad, Miss Sheila Van Damm, Jack Fairman, A. B. Fraser.

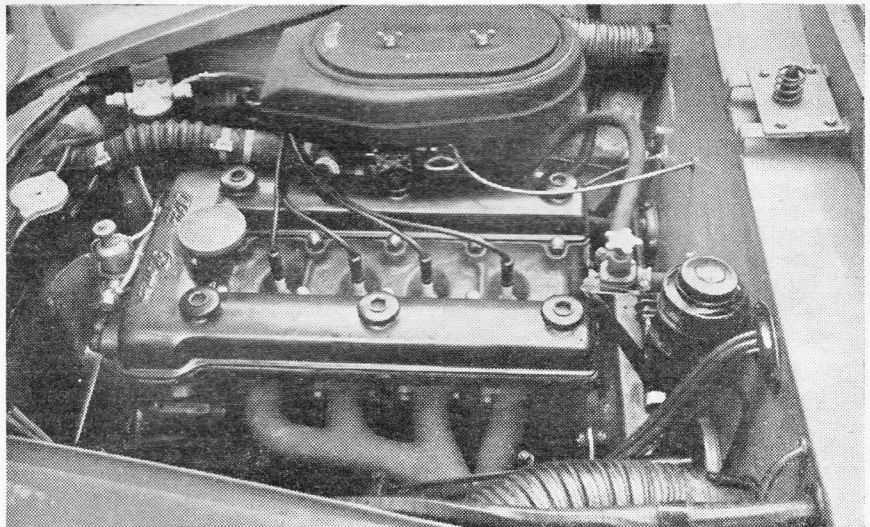
### From Athens.

**Austin:** M. Morris-Goodall.

### Total 110.

**Reserves:** R. Davis (Sunbeam), L. M. Leader (Sunbeam), K. Brierley (Jowett), H. C. Terry (Ford), H. J. Harper (Standard), Lord Carnegie (Ford), K. S. Hurrey (Vauxhall), W. E. Humphries (Sunbeam), Miss E. M. Cullen (Austin), C. E. Pain (Vauxhall), E. R. Evans (Sunbeam), Earl of Kimberley (M.G.), Capt. J. A. Strang (Mercedes-Benz), C. F. Key (Daimler), D. J. Uren (Armstrong Siddeley), W. K. Richardson (Standard), Miss M. Ireland (Riley), J. de S. Mosely (Humber), D. C. Boyd (Jaguar), D. K. Stratton (Austin), Paul Lee (Jaguar), Mrs. A. Newbrook (Ford), R. Frolich (Porsche).

### Total 23.



ENGINE AND CAR: Two views of the handsome little Alfa Romeo Giulietta coupé.

14th NOVEMBER, 1896: H. J. Lawson (Daimler-engined Panhard) and another competitor outside the Hotel Metropole at Brighton after completing the famous Emancipation Run from London.

It is just 58 years since that gallant band of pioneers set off in their horseless carriages from the Hotel Metropole, London, to the Hotel Metropole, Brighton. Purpose of the run was to celebrate the demise of the progress-arresting Locomotives Acts, and to welcome the new Locomotives on Highways Act, which permitted mechanically driven vehicles to travel on the Queen's Highway (Victoria's in those days) at a speed not exceeding 14 m.p.h., or 12 m.p.h. if local governments so desired.

This historic occasion, for all its importance, was badly organized, and incompetently covered by the newspapermen of the period. For example, the official timekeeper actually took part in the event, and did not arrive until some time after the first few cars had reached



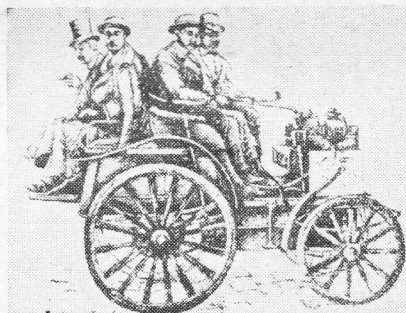
## THE EMANCIPATION DAY MYSTERIES

Strange Case of the Duryea—Pennington's Claims—The Remarkable Electric Machines of Mr. Sherrin and Mr. Bersey

Brighton. This led to great confusion. Although the occasion was not a race, it was evident that there would be fierce competition for the honour of being first to arrive, and it seems odd that the members of the Self-Propelled Traffic Association, and the Motor Car Club, did not arrange for proper timekeeping, and a plentiful supply of observers *en route*. Of the 40 starters, 13 were credited with finishing the 60 miles trip, and the "winner" was announced as Léon Bollée (Bollée tricar), who covered the distance in 3 hrs. 44 mins. 35 secs.—or so it was announced in the "official" results.

On the evidence of fellow-competitors it appears certain that Bollée's little machine was the first to arrive, but this was disputed by several entrants, notably the drivers of the American-entered

by Everard Boyd



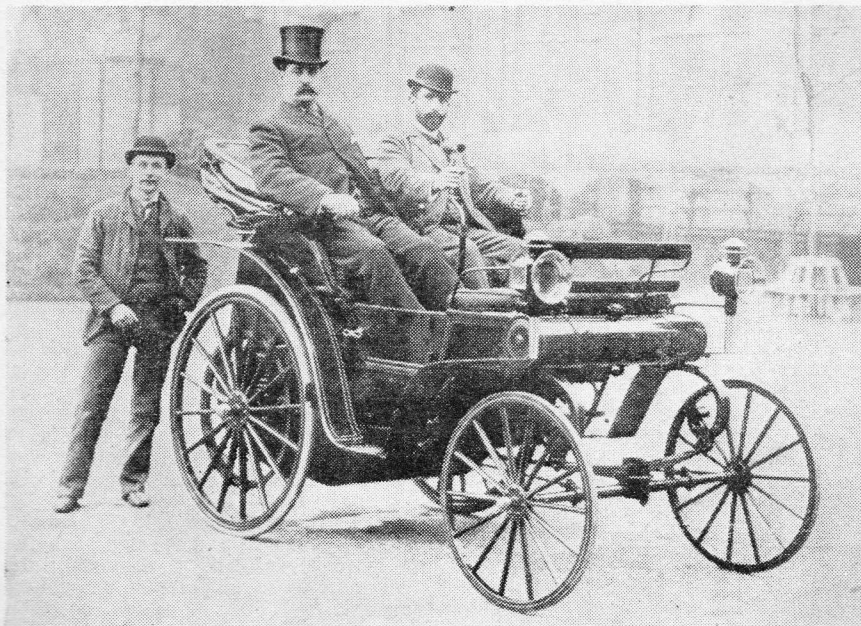
Several Panhard-Levassors of type similar to this were amongst the Emancipation runners in 1896.

Duryea vehicles, and that strange character, E. J. Pennington—also an American. Pennington's claims to automotive inventions bordered on the fantastic, and his own products could never be taken seriously. The Pennington engine had no carburation system, no cooling arrangements, and was described as having a "long-mingling spark", said to vaporize the fuel prior to exploding it. His three-wheeler was given the benefit of having completed the run to Brighton in 6 hrs. 17 mins—aided (it was rumoured by the wags of the period) by the muscular efforts of relays of paid hands. As Pennington had graphically described his flight in a power-driven aerial torpedo which he built for the Japanese Government, his inventive genius could possibly have been applied more successfully to fictional literature than to the design and construction of motor vehicles.

Another interesting sidelight on Pennington was his claim to a speed of 60 m.p.h. for his motor-cycles—far faster than any man had ever travelled on a road vehicle. Nearly six years elapsed before the Hon. C. S. Rolls, in his 60 h.p. Mors, was officially timed as the first man to exceed 60 m.p.h. on a petrol-driven motor car.

The American Duryea was a very light four-wheeled buggy, with a novel engine. Combustion did not take place in the cylinder, but in a separate supply tank which introduced gas under pressure into the cylinder in the same way as a steam engine. Final drive was by several belts and rack-and-pinion, giving four forward speeds. The front wheels were located by a single transverse leaf spring, and tiller steering projected from a vertical post.

CONTEMPORARY with the Panhards of that time was the German Canstatt-Daimler. King Edward VII had his first motor car ride in England on this particular machine, driven by Otto Mayer.



Two of these Duryea cars were brought over from U.S.A., and both duly arrived at Brighton on the day of the run. The entrants claimed that they were easily in front of other competitors, and hotly disputed the results list. Fellow competitors admitted that, whilst they may have been the first to arrive, there was no proof that they had ever left the London start. Nothing was seen of them when the machines rallied at Central Hall, Westminster, on the 13th November—eve of the start—and there was no sign of them at the Hotel Metro-pole on the following day.

Many American automobile historians continue to put forward the Duryea claim, but the general opinion is that they completed only a small section of the course. In the West End clubs of the period, rumour had it that they were transported in horse-drawn wagons (covered, of course), and secretly unloaded close to a farm near Handcross, being hidden in a barn until "Emancipation Day", when they were slipped unobserved on to the route. Another story, current at the time, was that they were sheeted and sent as freight by rail to a station near Brighton, labelled as agricultural machinery.

However, surely the greatest mystery surrounds the Sherrin Bath-chair, and the Bersey Landau, both battery propelled electric vehicles. Both of them appeared at the start, amongst several electric cars which never reached Brighton at all, and both of them were driven triumphantly to the finish in a time of just over 6 hours. Both crews hotly denied that they had changed batteries *en route*, and were horrified at the suggestion that they had secretly arranged to pick up replacement, fully charged batteries every 10 miles or so. As no one in those days had ever constructed an electric car with a range of anything approaching 60 miles, marvellous batteries must have been procured, and then made unavailable to the trade; rather like the "everlasting match" which was said to have been bought up by the match industry, and then shelved!

Nevertheless, the London, Brighton and South Coast Railway may have co-operated to a certain extent, although serious investigations were never really made. The integrity of the crews was apparently vindicated by giving both cars a place in the list of results. It seems

strange that Messrs. Sherrin and Bersey did not continue to develop their marvellous long-range electric cars. I feel sure that even today, Harrods, Ltd., and various milk and bread delivery concerns would give large sums of money for the rights of those apparently inexhaustible accumulators!

These mysteries have never satisfactorily been cleared up. Competitors, if one could class them as such, were much too occupied in keeping their own primitive vehicles motoring to observe what happened to other "automobilists". As regards officials and other interested parties, that famous breakfast at which the Earl of Winchelsea rather pointlessly tore up a red flag, may have been continued in trains which carried many supporters to Brighton. It was, of course, a day of celebration, which might explain the confusion which exists even to this day as to what actually did take place on that memorable run.

Perhaps Bollée wasn't the first arrival after all; couldn't a Russian-built machine, with snow on its tyres, have been the leader of the cavalcade, its performance being kept secret to bolster up recent Soviet claims to have invented the internal combustion engine!

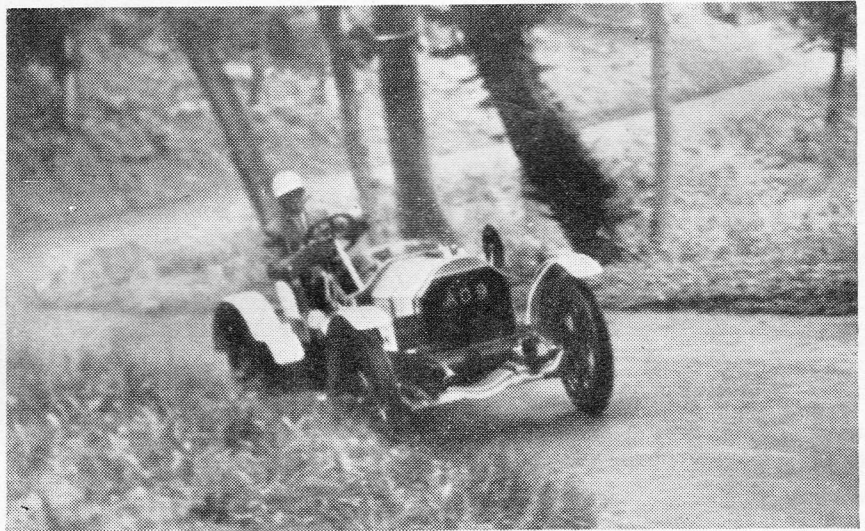
## AND SUNDAY— THE 1954 ANNIVERSARY RUN

Record Entry of 223 for This  
Year's "London-Brighton"

NEVER was there a finer entry for the R.A.C. Veteran Run than this year. Two hundred and twenty-three cars, no less, are due to congregate at an early hour on Sunday next at the Magazine, Hyde Park, there to embark upon the long run to Brighton. It is to be hoped that the term "embark" need not be taken too literally, even though rain in the "London-Brighton" is a traditional feature. The route the veterans—all built before 1905—will take leads from the Park to Westminster Bridge, and over to the south side of the Thames, passing Brixton Town Hall, and Streatham Station to Thornton Heath and on to the Croydon by-pass, thence to Purley, Chipstead, Merstham and the Redhill cross-roads to Reigate. Joining the A23 route, the cavalcade heads for Gatwick, then Crawley, Handcross, Bolney, Pyecombe and Patcham, finally achieving the finish on Madeira Drive, Brighton.

Wet or fine, most of the veterans, beautifully maintained as they are, traditionally complete the course, and surprisingly high is the proportion which maintains schedule, requiring them to have reached their destination less than three hours after leaving Hyde Park. The Run is understandably a popular one with the public, and it is to be hoped that the many who follow the route in modern cars will not impede the veterans, who will need ample braking space, and clear runs on the hillier sections.

This year's entry contains an innovation in the shape of a "Continental" entry; a very interesting one, moreover, donated No. 1 in the lists on account of its seniority; this is the Hammel, of Danish manufacture, and dating back to 1886—some eight years older than



**TWO DOUGHTY VETERANS:** (Above) Jack Sears will drive this 1904 Mercedes, here seen on the slopes of Prescott. (Left) Film favourite "Genevieve", N. V. Reeves's famous 1904 Darracq, will be travelling the Brighton road again.



No. 2, C. F. Burton's Benz. The latter marque, together with Peugeot, De Dion Bouton, Renault, Darracq, etc., is strongly represented, but there are rarer machines, too, such as the Durkopp, Schutz Marke, Hurtu, Victoria and Krieger Electric. Amongst the drivers are various racing, trials and rally men—Philip Fotheringham-Parker, the Lewis-Evanses, Tim Seccombe, Dennis Flather, Ken Wharton, Gerry Dunham, Basil Davenport, Hugh Hunter, Lord Charnwood, Jack Sears and John Bolster, who will be reporting the run in next week's issue of AUTOSPORT.

First two cars of the 223, the Hammel from Copenhagen and the Benz, are due to leave Hyde Park at 8.30 a.m.; the remainder leave in pairs at one-minute intervals.



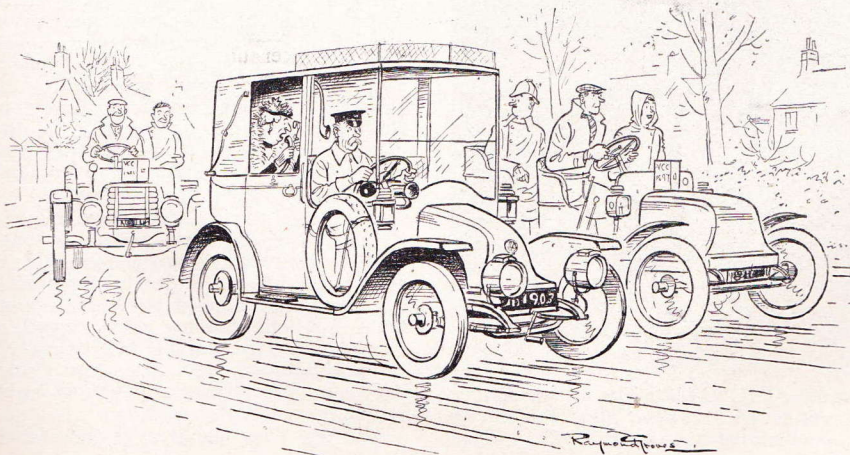
## VETERAN RUN ENTRY LIST

No. 1, **Hammel**, 1886, Driver: V. Loft (Denmark); 2, **Benz**, 1894, C. F. Burton; 3, **Lutzmann**, 1895, E. S. Berry; 4, **Lutzmann**, 1895, P. Fotheringham-Parker/J. Kemsley; 5, **Benz**, 1896, L. and S. Lewis-Evans; 6, **Léon-Bollée**, 1896, Capt. I. G. Benbough; 7, **Léon Bollée**, 1896, R. Lawson; 8, **Léon Bollée**, 1896, Cdr. C. L. A. Woollard, R.N./E. Harrison; 9, **Benz**, 1897, S. Kentish; 10, **Daimler**, 1897, D. G. Flather; 11, **Hurtu**, 1897, F. J. Pidgeon; 12, **Léon Bollée**, 1897, S. C. H. Davis; 14, **Soame Steam Car**, 1897, J. M. Edwards; 15, **Krieger Electric**, 1898, E. Powell; 16, **Schutz Marke**, 1898, P. Johns/P. Jones; 17, **Stephens**, 1898, R. J. Stephens; 18, **Victoria Combination**, 1898, E. Rowe; 19, **Beeston Tricycle**, 1899, T. L. Seccombe/N. Riley; 20, **Benz**, 1899, H. E. Wood; 21, **Benz**, 1899, R. S. Miles; 22, **Benz**, 1899, K. H. Smith; 23, **Century Tandem**, 1899, K. W. Smith; 24, **Decauville**, 1899, H. B. Leech; 25, **Decauville**, 1899, A. Tyler; 26, **Dechamps Tricycle**, 1899, E. D. Lee; 27, **Int. Benz**, 1899, G. H. Brockington; 28, **Int. Benz**, 1899, A. M. Mackay; 29, **Panhard-Levassor**, 1899, E. J. Jarvis; 30, **Star**, 1899, Major J. W. Mills; 31, **Star**, 1899, F. S. Rowden/H. G. Chalkeley; 32, **Argyll**, 1900, D. W. D. Showell; 33, **Albion**, 1900, K. Wharton; 34, **Benz**, 1900, P. Bradshaw; 35, **Benz**, 1900, N. R. Cole; 36, **Benz**, 1900, C. E. Milner; 37, **Daimler**, 1900, E. H. Proctor; 38, **De Dion Bouton**, 1900, L. Murray Austin; 39, **De Dion Bouton**, 1900, J. A. G. Burchell; 40, **De Dion Bouton**, 1900, H. L. Langman; 41, **De Dion Bouton**, 1900, Miss A. F. Tanner, J.P.; 42, **Gardner-Serpollet Steam**, 1900, A. Hodsdon; 43, **M.M.C.**, 1900, E. Hare; 44, **New Orleans**, 1900, W. Browning; 45, **New Orleans**, 1900, Sir Clive Edwards, Bt./R. D. Thomas; 46, **New Orleans**, 1900, Mrs. J. M. Schofield; 47, **New Orleans**, 1900, D. G. Silcock; 48, **Peugeot**, 1900, H. E. F. Parkinson/H. D. Parker; 49, **Pieper**, 1900, T. T. Kyffin; 50, **Progress**, 1900, D. W. Beardswell; 51, **Stirling-Panhard**, 1900, V. Stanbury; 52, **Benz**, 1901, W. Andrews; 53, **Corre**, 1901, G. Dunham; 54, **Darracq**, 1901, J. Webb; 55, **Decauville**, 1901, G. Southon; 56, **De Dion Bouton**, 1901, Dr. W. H. Glynne Jones; 57, **De Dion Bouton**, 1901, J. H. Guest; 58, **De Dion Bouton**, 1901, A. D. Johns; 59, **De Dion Bouton**, 1901, C. Pilmore-Bedford; 60, **De Dion Bouton**, 1901, R. C. Porter; 61, **De Dion Bouton**, 1901, H. Reynolds; 62, **De Dion Quad**, E. O. Corkett; 63, **Durkopp**, C. Cadby; 64, **Int. Charette**, 1901, W. I. Reed; 65, **M.M.C.**,

*THE OPEN ROAD, if a wet one, for two veterans in last year's event.*

1901, K. Harlow; 66, **Mors**, 1901, S. E. Sears; 67, **Napier**, 1901, T. L. Allard; 68, **Panhard-Levassor**, 1901, C. A. Shillan; 69, **Pick**, 1901, A. E. Staepfer; 70, **Progress**, 1901, M. E. Davenport; 71, **Renault**, 1901, A. Taylor/J. Bentley; 72, **Renault**, 1901, R. A. Eastmead; 73, **Royal Enfield Quad**, 1901, G. W. Goodall; 74, **Sunbeam-Mabley**, 1901, G. R. B. Clarke; 75, **Sunbeam-Mabley**, 1901, C. W. Gaskin; 76, **Wolseley**, 1901, W. N. Hull; 77, **Argyll**, 1902, Surgeon-Cdr. R. Erskine-Gray, R.N.V.R.; 78, **Arroi-Johnston**, 1902, J. Edkins; 79, **Beaufort**, 1902, E. P. Shaw; 80, **Benz**, 1902, J. S. Corry; 81, **Century Tandem**, 1902, B. H. Davenport; 82, **Century Tandem**, 1902, L. P. Hunt; 83, **De Dion Bouton**, 1902, J. V. P. Alcock; 84, **De Dion Bouton**, 1902, A.V.M. G. W. Tuttle; 85, **De Dion Bouton**, 1902, J. Goff/A. C. Lane; 86, **De Dion Bouton**, 1902, C. W. Ward/C. W. Ward, Jr.; 87, **Dennis**, 1902, Major R. E. Dennis; 88, **Gladiator**, 1902, H. D. Spivey; 89, **James & Brown**, 1902, L. A. Holt; 90, **M.M.C.**, 1902, J. E. Ford; 91, **Panhard-Levassor**, 1902, R. K. N. Clarkson; 92, **Panhard-Levassor**, 1902, L. Wilson; 93, **Peugeot**, 1902, Dr. C. W. Clayburn; 94, **Peugeot**, 1902, Major H. Fairhurst; 95, **Peugeot**, 1902, C. W. P. Hampton; 96, **Peugeot**, 1902, L. A. Jackson; 97, **Peugeot**, 1902, R. L. Smith; 98, **Quadrant**, 1902, A. H. Grundy; 99, **Renault**, 1902, R. F. Collinson; 100, **Wolseley**, 1902, Major J. Gardiner; 101, **Wolseley**, 1902, W. T. Grose; 102, **Wolseley**, 1902, J. W. Howes; 103, **Achilles**, 1903, D. Fitzpatrick; 104, **Argyll**, 1903, W. A. L. Cook; 105, **Benz**, 1903, R. G. Sloan; 106, **Cadillac**, 1903, F. S. Bennett; 107, **Clement**, 1903, A. W. F. Smith; 108, **Clement Talbot**, 1903, E. E. Sears; 109, **Crestmobile**, 1903, K. G. Moss; 110, **Daimler**, 1903, A. J. Maundrell; 111, **Darracq**, 1903, R. Boucher; 112, **Darracq**, 1903, P. R. Southall; 113, **Darracq**, 1903, B. Thorpe; 114, **De Dion Bouton**, 1903, R. G. Forster; 115, **De Dion Bouton**, 1903, E. R. Murr; 116, **De Dion Bouton**, 1903, L. T. Norton; 117, **De Dion Bouton**, 1903, C. B. North; 118, **De Dion Bouton**, 1903, R. North; 119, **De Dion Bouton**, 1903, R. A. Pither; 120, **De Dion Bouton**, 1903, H. G. Seaton; 121, **De Dion Bouton**, 1903, A. T. Seaton; 122, **De Dion Bouton**, 1903, P. H. Turvey; 123, **De Dietrich**, 1903, W. Stuart; 124, **Gladiator**, 1903, G. J. Allday; 125, **Gladiator**, 1903, H. R. Timmis; 126, **Gladiator**, 1903, W. F. Watson; 127, **Humber**, 1903, P. Tacon; 128,

**Humberette**, 1903, R. L. Green; 129, **Humberette**, 1903, S. M. Thomas; 130, **Humberette**, 1903, J. H. Woodin; 131, **Lanchester**, 1903, F. W. Hutton-Stott; 132, **Mercedes**, 1903, Lt./Cmdr. C. Barber; 133, **Mercedes**, 1903, C. W. P. Hampton; 134, **M.M.C.**, 1903, H. G. Baggs; 135, **Napoleon**, 1903, A.C.M. Sir Alec Coryton; 136, **Old mobile**, 1903, J. D. C. Allen; 137, **Oldsmobile**, 1903, Vernon Balls; 138, **Oldsmobile**, 1903, S. Gibson; 139, **Oldsmobile**, 1903, C. J. Bendall; 140, **Old mobile**, 1903, Dr. J. C. Gilbertson; 141, **Panhard-Levassor**, 1903, J. V. Bolster; 142, **Panhard-Levassor**, 1903, J. G. Hampton; 143, **Panhard-Levassor**, 1903, A. B. Hobbs; 144, **Panhard-Levassor**, 1903, C. A. Oakden/Mrs. Oakden; 145, **Panhard-Levassor**, 1903, A. Prince; 146, **Renault**, 1903, Mrs. R. Fotheringham-Parker/R. Parnell; 147, **Renault**, 1903, Capt. P. Watters-Westbrook; 148, **Rex Tricar**, 1903, R. A. Shaw; 149, **Rex Triette**, 1903, K. S. North; 150, **Siddeley**, 1903, Major H. Brownell/Mrs. Brownell; 151, **Swift**, 1903, J. K. Moss; 152, **Thornycroft**, 1903, T. W. Hutton-Stott; 153, **Vauxhall**, 1903, T. H. Carter; 154, **White Steamer**, 1903, D. G. Blackford; 155, **Wolseley**, 1903, E. I. Hudson; 156, **Wolseley**, 1903, C. F. Caunter; 157, **Aldays & Onions**, 1904, H. P. Ruffell; 158, **Cadillac**, 1904, L. Sandford; 159, **Cadillac**, 1904, A. P. Trengove; 160, **Cadillac**, 1904, H. E. Bowden; 161, **Century**, 1904, P. R. Crittall; 162, **Clement Talbot**, 1904, W. C. Hughes; 163, **Darracq**, 1904, S. Gilks; 164, **Darracq**, 1904, R. D. Gregory; 165, **Darracq**, 1904, J. Moor; 166, **Darracq**, 1904, N. U. Reeves; 167, **De Dion Bouton**, 1904, F. Baxter; 168, **De Dion Bouton**, 1904, H. O. S. Bridcutt; 169, **De Dion Bouton**, 1904, H. T. Clark; 170, **De Dion Bouton**, 1904, G. M. Gee; 171, **De Dion Bouton**, 1904, J. W. Harcastle; 172, **De Dion Bouton**, 1904, G. F. Hodakinson; 173, **De Dion Bouton**, 1904, F. L. Knight; 174, **De Dion Bouton**, S. G. Lendon; 175, **De Dion Bouton**, 1904, G. McGregor Craig; 176, **De Dion Bouton**, 1904, B. Morgan; 177, **De Dion Bouton**, 1904, A. F. Reeves; 178, **De Dion Bouton**, 1904, J. Smithies; 179, **De Dion Bouton**, 1904, W. R. Stevens; 180, **De Dion Bouton**, 1904, J. H. White; 181, **Humber**, 1904, D. G. Warwick; 182, **Humberette**, 1904, N. T. Beardell; 183, **Humberette**, 1904, P. Newington; 184, **Humberette**, 1904, F. E. Dell; 185, **Humberette**, 1904, S. J. Snoxall; 186, **Humberette**, 1904, Maj. J. B. Thompson; 187, **Humber Olympia Tandem**, 1904, R. E. W. Antis; 188, **James & Brown**, 1904, H. P. Lucas; 189, **Lanchester**, 1904, A. C. Bird; 190, **Mercedes**, 1904, J. G. S. Sears; 191, **Mors**, 1904, D. A. Pierpoint; 192, **Norfolk**, 1904, T. H. Boothman; 193, **Old mobile**, 1904, G. E. Mawer; 194, **Panhard-Levassor**, 1904, R. L. Bennett; 195, **Panhard-Levassor**, 1904, A. C. Fairtlough; 196, **Peugeot**, 1904, F. E./Mrs. E. L. Davis; 197, **Peugeot**, 1904, A. J. L. Evans; 198, **Phoenix**, 1904, A. J. B. Baily; 199, **Pope-Tribune**, 1904, Dr. J. W. E. Fellows; 200, **Quadrant Tricar**, 1904, N. Manby; 201, **Raleighette**, 1904, F. J. Budgett; 202, **Renault**, 1904, Cdr. J. D. Davies, R.N.; 203, **Renault**, 1904, P. C. Warin; 204, **Renault**, 1904, H. F. Welham; 205, **Reo**, 1904, H. Trussell; 206, **Rexette**, 1904, F. G. Bond; 207, **Rexette**, 1904, G. T. Church; 208, **Rolls-Royce**, 1904, J. P. Smith; 209, **Rover**, 1904, J. S. or W. L. Grose; 210, **Rover Tricar**, 1904, E. Harrison; 211, **Siddeley**, 1904, A. G. G. Cobb; 212, **Siddeley**, 1904, H. C. Hunter; 213, **Sinpar**, 1904, F. Reece; 214, **Speedwell**, 1904, C. H. Smith; 215, **Swift**, 1904, C. E. Solomon; 216, **Tony Huber**, 1904, C. F. South; 217, **Vauxhall**, 1904, P. C. Kidner; 218, **Wolseley**, 1904, T. Wisdom; 219, **Wolseley**, 1904, R. Barton; 220, **Wolseley**, 1904, E. Pilmore-Bedford; 221, **Wolseley**, 1904, G. Arderton; 222, **Wolseley**, 1904, S. R. Richardson; 223, **Wolseley**, 1904, J. O. Wiginton; 224, **Lanchester**, 1904, G. J. Allday.

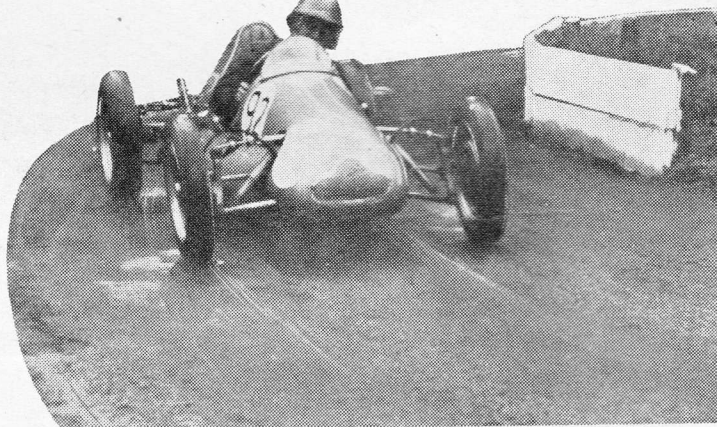


*"Are my eyes giving trouble again, Atkinson, or have you been monkeying with the fourth dimension?"*

IN this day and age, when the use of a Norton engine, preferably "Featherbed"—and, to be really fashionable, with two sparking plugs—is the one and only road to success in half-litre racing, it would seem I have drawn some attention to myself by my almost aggressive continued allegiance to J.A.P. units.

Why do I do it? For all the years I have been engaged in motor sport my participation has always had to be purely as a hobby since my business can bear no part of the inevitable high cost. I am not a rich man, and it is my firm opinion that, for the programme under-

*PAYING THE BILL: C. A. N. May's ascent of Prescott in 45.22 secs. at the September, 1954, meeting unexpectedly proved best of the day, bringing welcome and substantial reward.*



## FLOGGING A DEAD HORSE . . .

Racing Experiences of a Cooper-J.A.P. Exponent  
in a Formula 3 World of "Double-Knockers"

BY

taken, I do my racing probably as cheaply as anyone. I realize that with better, and consequently more expensive, equipment the chances of recouping some of the expense by way of prize money and bonuses are more prolific, and I could be wrong in settling for a small outlay and only an occasional "pick-up"—but would I be another Jim Russell if I had got the full treatment? At my age I doubt it.

However, here is a rough idea of the way things have added up and subtracted over the last two years—and one of the "double-knocker" kings can tell me how right or wrong I have been!

No one will deny that to purchase, tune and maintain a couple of J.A.P.s must cost a bare fraction of the expense involved for a pair of Lancefield or Beart-tuned Nortons. My two engines are basically several years old and were bought for nearer £50 than £100 each. Curiously the more up to date of the two was, initially, a troublemaker and, after several disappointments, Prestwich took pity on me in the autumn of 1952 and rebuilt this engine "to Mk. 7 specification", which cost £15 plus £10 1s. 7d. for a driving-side half crankcase. At the end of this season, also, I bought from Coopers, for £450, the Mk. 6 chassis which had been driven by Brandon during 1952. So I started out in 1953 with a chassis only one model out of date, one almost-new engine and a second engine which had proved not only remarkably reliable but even, after being ministered to by Don Parker, quite fast.

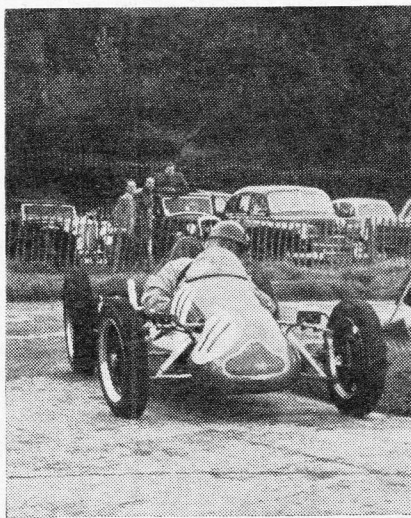
Realizing the obvious limitations of my equipment, I eschewed all the "major" circuit races and, indeed, did little circuit racing at all, concentrating my energies on hill-climbs and sprints, in which field, judging by results obtained, the J.A.P. was still not out of its depth. Moreover, I am more comfortable personally in this type of event. Being no longer young, and having business and family ties, I take fright rather easily in the hurly-burly of modern wheel-to-wheel half-litre racing and can "see the accident coming". I know that if I had to climb Shelsley or Prescott in company, were this possible, I should not record nearly such good times as I achieved alone on the road.

This programme resulted in 1953 being a year remarkably free from mechanical upsets and produced four hill-climb class

wins, together with the Bugatti Owners' Club's National 500 c.c. Championship at Prescott, one absolute B.T.D. and track record (at Rhydymwyn), one class win and three class "seconds" in sprints and a third place in the 50 miles final of the Prix de Picardie at Amiens. The Prescott Championship was worth £25, Amiens £50 and about another £15 in bonus (in addition to the starting money), there was a £10 note at Shelsley and the rest added up to about another £35-40; not very exciting.

The magneto drive shaft sheared in the final of the Orleans race, after I had finished fourth in the heat; and there was some £15 worth of damage at Thruxton on August Bank Holiday Monday, when the head of the exhaust valve went through the crown of the piston, which was the more distressing as this particular engine, after becoming rather tired about mid-season, had just come back to us refurbished. The gearbox played up at both Oulton Park meetings, but after borrowing a spare from Don Truman I finished second to him in my heat, at the opening meeting, and sixth in the final, recovering £7 10s. 0d. towards the £15-worth of damage incurred the previous Monday!

Although you get only a small amount of actual motoring for your money in



*B.T.D. FOR "CAN": The author setting a new course record at the Rhydymwyn sprints in October, 1953.*

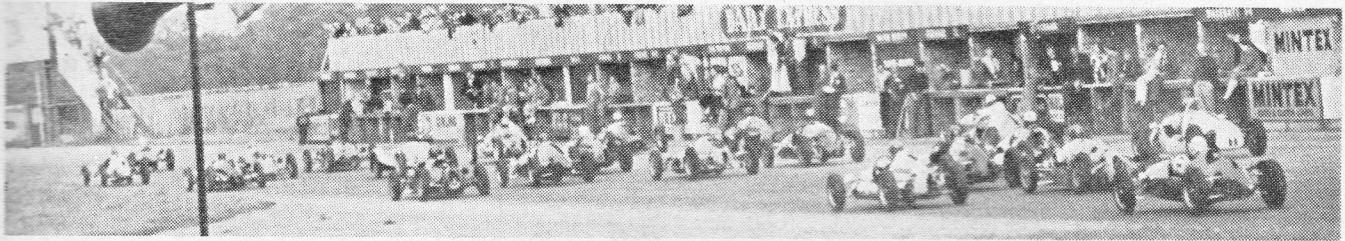
hill-climbs and sprints as compared with circuits, in my case this was to some extent compensated for by the knowledge, in 1953, that at the majority of these short-distance events, when I sat in my car on the starting line I had an almost equal chance of success—and it's nice to win, even in a small way. One of the most difficult things about this game is explaining, to your own family in particular, and to interested but not-always-knowledgeable acquaintances, why you DIDN'T win. They always seem so surprised that there were other drivers who had also gone to a particular event to attempt to win.

During the winter of 1953-54 both engines were placed in Don Parker's hands, at a cost of £29 11s. 1d.; the gearboxes were stripped and examined, during which process one "disappeared" and had to be replaced (no charge!), the chassis thoroughly "done over" by Fred Fletcher, of Dellow's, who has "mechanicked" for me from the outset; the body repainted and treated with some of Mike Christie's anti-methanol dope.

Nineteen fifty-four started well enough, with a B.T.D. at unpronounceable Rhydymwyn, the Wirral 100 Club's intriguing little sprint course near Mold (though bottom gear stripped when starting up at Wethersfield next day), and was followed by a class win and record at Lydstep. But there was no reward for the long journey from Tenby to Brands Hatch, the driving side of the crankcase developing a hair-split upwards from the sprocket-shaft boss after only a very few practice laps.

With the "sprint" (older) engine installed, morale was restored by a long-to-be-remembered tripartite dog-fight at Prescott with Les Leston and Reg Hunt, in which Les clipped a decimal point from his long-standing class record, I got into the "45s" for the first time ever, to finish second, and Hunt also broke "46", our respective positions only being settled on a third run each.

The two Continental week-ends failed



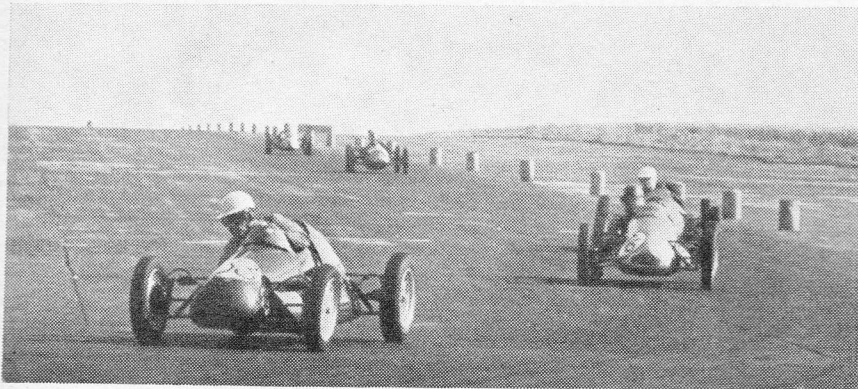
to pay off for the first time. At Nürburgring (Eifelrennen) bottom gear stripped when starting up for practising, and in the race I ran out of road avoiding André Loens when his Staride came to a sudden halt immediately in my tracks with engine seizure. At Orleans there was a substantial "blow-up" due to my attempting to put in a lap to qualify for starting money with a big-end already knocking. This was the older engine, detuned from purely "sprint" trim, delay having arisen in getting a half-crankcase for the engine which had suffered crankcase failure at Brands.

First attempts to use this engine when it was finally repaired, at a Club Silverstone, found it reluctant to start and obviously out of sorts when, after endless towing, it did fire, and as some degree of "running-in" had been recommended, which it was hoped to complete in the practice period, this was an event at which the car non-started. When the engine started up more or less without fuss at Oulton Park a first diagnosis of water forming from stale fuel seemed confirmed as the cause of the initial botheis, but it needed only a few laps round the Park to show that a marked

*SOMEWHERE in the midst of this Heat 2 scramble (above) of the 1954 Silverstone 100 miles races is Austen May. He finished fourth, and won the award for highest placed J.A.P. engine user.*

*NO PAY-OFF: The author's drive in the 1954 Eifelrennen at Nürburgring (right) terminated abruptly when he ran off the road in avoiding another competitor whose car suddenly seized. Austen May's Cooper is nearest the camera in this first-lap picture.*

*CHASING a rival Cooper into Woodcote (below). The author at Silverstone during a Peterborough M.C. meeting.*



lack of urge was more than initial stiffness in a rebuilt engine.

Dispirited, I was for giving up, but Charles Headland's guide and mentor, George, urged Fletcher and me to whip the engine from the chassis, sprint back to Birmingham and throw ourselves upon the mercy of a man named Scales, who prepared J.A.P. engines for speedway. This we did, to learn that not only was the timing 10 deg. late, but the condition of the engine generally, and the "bottom end" in particular, suggested someone somewhere had slipped up badly in the assembly; even the half-crankcase which had been necessary appeared to be second-hand.

For all that I had paid £26, and now had to pay again for this emergency attention, but when the car finished second in its race at Oulton (this was the June meeting) so that there was

enough prize money to pay the bill, and this same engine propelled the car up Shelsley fast enough to break the class record in practice—only to have the gearbox collapse on the day—one didn't know who to believe or what to think.

Anyway I gave the whole thing best for a month, and after some deliberation took this allegedly "ropey" engine back to Scales to see if he could make it last out the 100 Miles Race. Sticking my neck out to this extent cost £14 10s. 7d., in return for which I had, amongst other things, an oversize crankpin and nuts, a set of rollers, a big-end cage, a plus 10 thou, piston and rebore, a half-time pinion, a cam wheel nut and other oddments (that engine must have been ropey!) and fourth place in the second 100 miles race together with the special award for the fastest J.A.P.-engined finisher. For the record the engine was

run on a 12.9:1 compression ratio with 38 deg. of advance.

To my surprise, though not to Scales's, a subsequent check revealed no appreciable wear and the engine was buttoned-up again, less a compression plate to raise the ratio to 14:1, and in this guise averaged 71-plus for a 10-lapper at a Club Silverstone, went healthily through the practice period at Aintree but was deprived of a run on the day by the gearbox failing in the actual assembly area at the moment of going out for the warming-up lap. Gearbox failures have been my *bête noire* in 1954, yet in 1953 I never suffered a single breakage.

To go back a bit, it was disappointing in this particular instance that the 100 miles race awards were in kind, not in cash, because at about this time the bill was presented for the Orleans "blow-up"—£31 18s. 0d. However, the blow was softened when this engine, in contrast to the other prior to its "face-lift" by Scales, proved to have been assembled with sufficient precision for the car to get inside the existing class record at Shelsley, to say nothing of breaking it also in practice for the third meeting in succession, run the kilo at Brighton in 30.8 secs. and set up a new class record at Prescott in 45.22 secs. By a freak of the weather this time subsequently stood as B.T.D. also and, together with my performance at the spring climb, won the B.O.C. National 500 c.c. Hill-climb Championship for the second successive year. The financial reward for that, over £150, paid all the bills.

At that I should have left well alone,

(Continued on page 647)

"BEFORE he could change his mind, I had strapped on his helmet. . . ." John Bolster sets off on his Monthéry trial of Duncan Hamilton's C-type Jaguar.

"C-type" less alarming under these conditions, but this is a car which calls for an expert and determined driver.

At maximum speed the machine runs straight and true. There is a section of Monthéry where one dives off the steep banking, shoots past the pits, and enters a narrow road through a slot called the *goulet*. I took this bit at 140 m.p.h. under perfect control, though I did not attempt to drift the ensuing fast curve at that velocity. After a few more laps I might have risked such capers, but to save Duncan biting his nails up to the elbows, I reluctantly returned this most potent weapon. Nevertheless, I'd love to have a real go!

## Parisian Commentary

BY JOHN BOLSTER

AT the time of the Paris Motor Show a race meeting is held which rejoices in the name of Coupe du Salon. Having finished my "copy" and sent it off to Praed Street marked *par avion* and *expresse*, I felt that a little fresh air would not come amiss. Accordingly, I jumped into my super-doooper Renault and set off for Monthéry at 6,000 r.p.m.

Now "my" Renault was really the property of Serge Pozzoli, who had tuned the engine to give an incredible power output. No other car could touch it in the highly competitive Paris traffic, and I soon found myself at "the French Brooklands", as we used to call it in happy days gone by. It was dull weather, and an occasional light drizzle ensured that the surface of the track remained damp. The practising drivers looked grim as they slid their cars round the slippery circuit, and for once I did not envy them their task—or I thought I didn't.

In front of the pits was Duncan Hamilton, complete with disc-braked "C-type". "How's she going?" said I, and, "have a go if you like", said he. Before he could change his mind I had strapped on his helmet and left in a burst of wheelspin, the big motor feeling literally alive with power.

What a marvellous engine that 3½-litre Jaguar is! Even with three twin-choke Weber carburettors tuned for speed, it is utterly smooth and flexible, and the sheer sensation of letting loose that 250 b.h.p. is something that mere words can never describe. I do not really know the Monthéry road circuit, and so I had to learn it and the car simultaneously. To damage a fine machine by sheer clottishness would be unforgivable at any time; to harm a car entered for a race on the morrow would merit a fate worse than death. I was, therefore, not ashamed to drive with most exaggerated caution.

In spite of all that, I thoroughly enjoyed my short test. Next to that mighty engine the most impressive feature was the disc brakes. Stopping distances from



"MERVEILLEUSE à conduire," says Bolster of the front-wheel-drive Monomill, which he found possessed of excellent handling qualities.

high speeds are quite absurdly short. Curiously enough, one can brake extremely hard on a slippery surface, and never lock a wheel. This is presumably due to perfect compensation, but whatever the reason, the result is such retardation that all other braking systems are rendered obsolete. Here is something that, without any doubt, must soon be applied to all fast cars.

If I was greatly impressed with the go and stopping departments, I was less enamoured of the handling qualities. Over bumps, changes of camber, and slippery surfaces, one needed all one's skill to hold the desired line. Obviously, more experience would render the

In complete contrast, I was invited by Jean Lucas and René Bonnet to drive a Monomill. As I am the only Englishman to have conducted one of these little blue vehicles, a few words thereon may be of interest.

The Monomill is a very small car. It is of similar size to a British "500", and not much heavier. Instead of a double-knocker Norton at the rear, however, it has a flat-twin Panhard motor driving the front wheels. It would appear that, for cheapness and ease of repair, the engines are left in standard tune, in which case some 42 b.h.p. is obtained from 850 c.c. The single-seater bodywork gives an excellent driving position, and the four speeds are selected by the umbrella handle that one associates with *traction avant*. The "cogs" are the wrong way round, by which I mean that the handle comes

back for first, forward for second, twists and comes back again for third, and is pushed away for top.

The front suspension is independent, by superimposed quarter-elliptic springs, and at the rear a trailing dead axle hangs on torsion bars. This gives an excellent ride, which is much more comfortable than one would expect with so light a car. The Monomill is, in fact, *merveilleuse à conduire*. The rack and pinion steering is light and accurate, and the little machine handles to perfection.

None of the supposed vices of front

drive are apparent. That clot Bo'ster, momentarily forgetting the back-to-front gearshift, entered the *chicane* bend in top gear at a rather exaggerated velocity. Showing the merest trace of understeer, the little racer negotiated the obstacle in an easy slide and your correspondent was saved from utter disgrace.

While the handling qualities are first class, the car is rather under-powered. Although 100 m.p.h. is spoken of, I do not honestly think that I exceeded 90 m.p.h. Perhaps this is just as well, having regard to the novice drivers who often handle these cars. Since the Pan-

hard engine can readily be tuned, a spot more compression and some alcohol in the tanks might be a future development for the Monomills. A little more speed would make all the difference to their spectacular appeal.

Two other cars that I was supposed to try—a 750 c.c. Moretti and a 2-litre Maserati—were both blown up by their owners before I had a chance to get at them. Still, perhaps they will be made available to me at a later date. Oh, bother! I suppose that means going to Paris again. Truly, a test-driver's life is a hard one!

## TEUTONIC TWO-LITRE

FOLLOWING the recent announcement of the Mercedes-Benz 190 SL sports two-seater, fuller details have been received of this attractive Untertürkheim newcomer, which should be coming off the production line in the spring. Technical specification is as follows:—

**Engine:** 4-cyl. o.h.c.; 85 x 83.6 mm. (1,897 c.c.); 110 b.h.p. at 5,500 r.p.m.; compression ratio 8 to 1; twin horizontal carburetors; coil ignition.

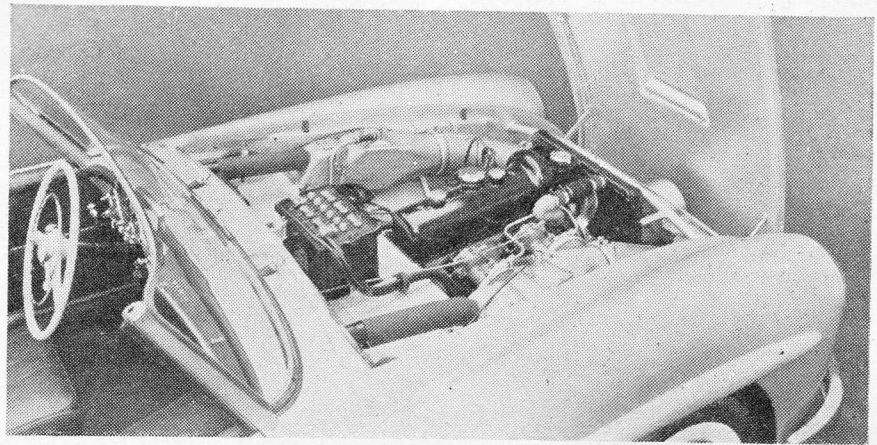
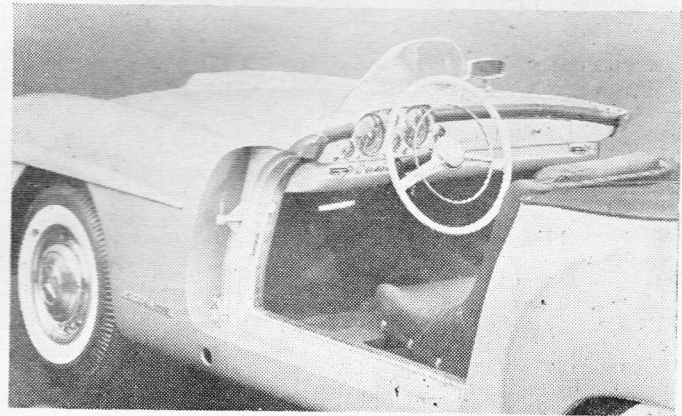
**Transmission:** Single dry-plate clutch; 4-speed all-synchromesh gearbox with steering column control; ratios: 4.05, 2.38, 1.53 and 1 to 1; final drive by universally jointed swing axles; rear axle ratio 3.7 to 1.

**Chassis:** I.f.s. by unequal-length wishbones and helical springs; I.r.s. by swing axles and helical springs; telescopic hydraulic dampers front and rear; steering by recirculating ball system.

Bench or bucket-type seats can be fitted and an extra "occasional" seat behind them is an optional extra. The standard curved windscreen can be replaced by a perspex aeroscreen for sports use and special lightweight cut-away doors are readily interchangeable with the normal doors incorporating wind-up side windows.

Two leading-shoe front brakes are used, with leading and trailing shoes at the rear. A maximum speed of 118 m.p.h. is claimed, with maxima of 50 and 80 m.p.h. in second and third gears respectively. Curb weight is 1,050 kg.

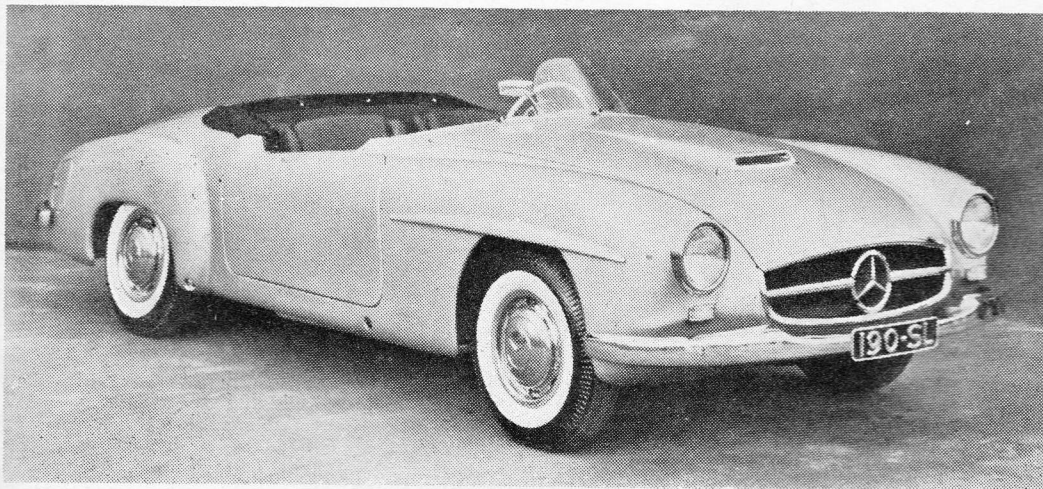
*NEARSIDE view of the 190SL Mercedes-Benz, with door detached. The aero screen and standard full-width curved windscreen are interchangeable. Special lightweight doors are also available.*



*BONNET UP: Engine view (above) of the new four-cylinder 2-litre, showing the fixed screen in place, also straight-topped doors and winding windows.*

★

*SUPER - SPORTING TRIM: (Left) The 190SL with aero screen and cutaway doors. The slant of the rear wheels readily indicates use of swing axles.*





# TOURING CHAMPIONSHIP—FINAL ROUND

Switzerland's Rally of Geneva Won by Galtier/Condrillier  
(Renault)—British Coupe des Dames Success

STARTING on 3rd November, and ending three days later after 2,300 km. of stiff motoring, the International Geneva Rally, 24th of the series, and for the first time counting for the European Touring Championship, drew an entry of 62 cars, of which all but four started. One of the four was Georges Houel (Alfa Romeo).

There were seven starting points: Geneva, Schaffhausen, Milan, Barcelone, Nuremberg, Liège and Kolding. Many competitors chose Geneva, as this afforded them valuable opportunity for familiarizing themselves with local terrain, later to feature in various special tests. Competitors included the German DKW team, Schluter, Meier and Menz, who were well up in, and anxious to enhance, their Championship positions, Maurice Gatsonides (Ford), Mme. Terray (Peugeot), Storez (Porsche), an official Renault équipe and Miss Sheila van Damm and Mrs. Anne Hall (Sunbeam) from Britain, out for the Coupe des Dames and—a bigger prize—the overall

success in the Ladies' Class of the 1954 Championship.

Starters from the various points followed their own itineraries, eventually converging on Rheims, where a special test, comprising a timed lap of the Gueux circuit, was staged. At Monthéry a further test took place, over five laps of the road circuit. Returning to Switzerland, competitors underwent a speed/regularity test between les Verrieres and Boudevilliers. A timed hill-climb at Vue des Alpes formed the fourth special test, and a "slalom" on the Geneva-Cointrain aerodrome was the fifth and final test of the Rally.

The organizers, the Geneva section of the A.C. de Suisse, devised their own, rather complicated system of penalizing

competitors, which seemed at first to imperil the chances of the smaller cars. As it turned out, however, the Rally general classification went to one of the works Renaults, the "1063" driven by Galtier and Condrillier, who were debited only 1.8 marks as compared to second man Walter Schluter's debit of 11.32 marks. This placing for the German DKW driver nonetheless consolidates his victory in the European Touring Championship for 1954; a fine performance indeed, since he also won it last year, when driving a variety of cars.

Third in general order was the 203 Peugeot of Guiraud/Beau, next was an Alfa Romeo and fifth the 2.3-litre Salmson of Martin/Quinlin; this car made B.T.D. in both the Vue des Alpes hill-climb test and in the 1,800 km. slalom at Cointrain. In this test the car driven by Gatsonides ran off the road at a corner, without serious harm to the occupants.

## Results

**General Classification:** 1, Galtier/Condrillier (Renault), 1.8 marks lost; 2, Schluter/Eickelmann (DKW), 11.32; 3, Guiraud/Beau (Peugeot), 12.6; 4, Deroux/Gouteyron (Alfa Romeo), 13.96; 5, Martin/Quinlin (Salmson), 16; 6, Bornand/Flury (Alfa Romeo); 7, Meier/Luba (DKW), 17.10; 8, Menz/Prinz de Prusse (DKW), 22.20.

**Production Touring Cars, up to 1,000 c.c.:** 1, Schluter/Eickelmann (DKW); 2, Meier/Luba (DKW); 3, Menz/Prinz de Prusse (DKW).

**1,000-2,000 c.c.:** 1, Deroux/Gouteyron (Alfa Romeo); 2, Bornand/Flury (Alfa Romeo); 3, M./Mme. Gaillard (Alfa Romeo).

**Over 2,000 c.c.:** 1, Meroz/Husperger (Mercedes-Benz); 2, Sheila Van Damm/Anne Hall (Sunbeam); 3, Mori/Davet (Ford).

**Special Production Touring Cars, up to 1,000 c.c.:** 1, Galtier/Condrillier (Renault); 2, Lestur/Roque (Renault); 3, Malroux/Ferret (Renault).

**1,000-1,300 c.c.:** 1, Guiraud/Beau (Peugeot).

**Grand Touring, up to 1,300 c.c.:** 1, Chanal/Borne (Porsche); 2, Poncet/Lier (Fiat).

**1,300-1,600 c.c.:** 1, Brun/Wuhrtrich (Porsche); 2, Boieux/Aubin (Porsche); 3, Lissmann/Ritzinger (Porsche).

**1,600-2,000 c.c.:** 1, Canonica/Brandt (Alfa Romeo).

**Over 2,000 c.c.:** 1, Martin/Quinlin (Salmson); 2, Vogel/Gondrand (Lancia).

**Production Sports Cars, up to 1,000 c.c.:** 1, Faidherbe/Guilhaudin (Panhard).

**Over 2,000 c.c.:** 1, De Mencik/Swaters (Ferrari).

**Coupe des Dames:** Miss Sheila Van Damm/Mrs. Anne Hall (Sunbeam).



*BEST LADIES of the year? In International Rally contests, Sunbeam drivers Miss Sheila Van Damm (right) and Mrs. Anne Hall. Their success is confirmed by their Coupe des Dames victory in the Geneva Rally.*



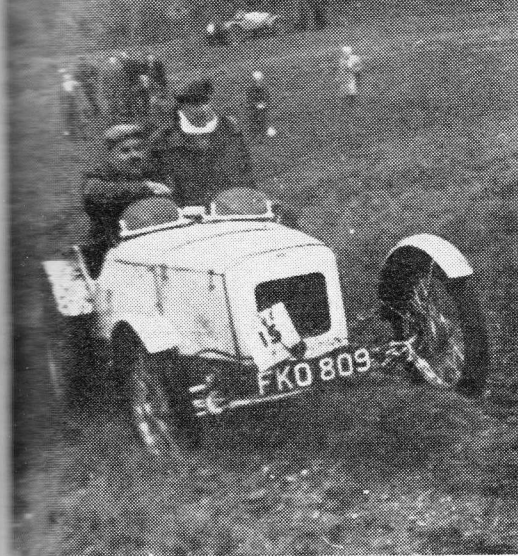
*EUROPA-MEISTER: DKW driver Walter Schluter (left), winner of the European Touring Championship for the second successive year. With him are his team-mates Heinz Meier and Gustav Menz.*

## CAR WASHING MADE EASY

MADE in Australia, and now on the market in this country, is the Hydrax multi-purpose spray gun, which seems to us likely to make car washing a whole lot easier.

The ingenious spray unit incorporates a container of special detergent, and by connecting it to the water supply, a powerful foam cleaner results. After cleaning, the foam can be shut off, for rinsing with a clean water spray.

The price of the spray unit is £5 17s. 6d. and the liquid detergent, which also contains a self-polishing wax, costs 7s. 6d. a quart. The distributors are E. P. Barrus, Ltd., 12-16 Brunel Road, Acton, London, W.3.



*UPWARDS: Percy Barden (above) scrambles up Drapers II in the P.A.B., and M. H. Lawson (right) clears the same crest in his Lotus.*



## NINTH CHELTENHAM TRIAL

### Percy Barden (P.A.B.) Sails Home on a Sea of Mud

AFTER two years of experimenting in the Forest of Dean, the Cheltenham M.C.'s 9th Cheltenham Trial returned to its original setting in the Cotswolds on 6th November, much to the satisfaction of the competitors. Both the start and finish were in Cheltenham itself, and the course was 40 miles in length. The weather was most helpful to organizers Jack Readings and Joe Dembowski—two days of rain preceded the event, leaving mud everywhere, but not a drop fell during the trial.

Nine observed hills and two special tests were included in the course. Of the 21 starters, five failed at Jinny, where the going was rough but comparatively dry. "Goff" Imhof's effort ended in sub-section 1, Appleton's in 4, "Tiny" Lewis's in 6, Lilley's in 8 and Turner's in 10. The next hill, Cold

Slad, was so plastered in mud that it failed the entire field. Most people came to rest after sub-section 3, and Chandler made the best attempt by reaching 7.

It was the same story at Shale Slope—mud, mud, and still more mud—and Mike Cannon was the only entrant to reach the top. Another "stopper" was Syde Hill, where Barden, F. T. Lewis, "Tiny" Lewis and Chappell reached the sixth sub-section. Two new hills proved a little easier; Barden, Newman, Potts, Chappell and Faulkner climbed Cowley I, and Barden, Chappell, Hazlewood, Turner and Lilley were successful on Cowley II.

The two Drapers sections also proved tricky, but the last of the day, Mudhole, disappointingly failed to live up to its name. By comparison with its pre-

decessors (although only by comparison) it was almost dry, and every competitor romped to the top. Percy Barden having gained a clear lead on the observed sections, the results of the special tests were not taken into consideration. Cyril Brough, the only contender for the Horace Poulton Cup (members' award), had to retire with a faulty petrol pump on the Bold Special, which he had bought only the previous day.

#### Results

**Player Bowl (Best Performance):** P. A. Barden (P.A.B.), 72 marks gained out of a possible 90.

**C.M.C. Cup:** R. F. Chappell (Cannotton), 70.

**Ronald Stagg Cup (Best Team):** P. A. Barden, R. F. Chappell and M. R. B. Cannon, 211 marks.

**First Class Awards:** M. R. B. Cannon (Cannon), 69; R. W. Faulkner (Paul ID), 62; M. H. Lawson (Lotus), 60; A. W. Lilley (Ford), 59; E. J. Chandler (Chandler), 59.



*ONWARDS: (Left) R. W. Faulkner plods steadily on Mudhole, but Cold Slad failed everyone, including B. R. Potts (Cotton IV) (below).*





*SPRITE: George Booth negotiates the Goyt Valley test in the Riley M.C. Rally. His car suffered tappet trouble, causing his retirement on the first day.*

THE Peak-Pennine Blackpool Rally, held last week-end by the North-Western Centre of the Riley M.C., attracted 36 enthusiastic owners of the marque from Leeds, Cheltenham, Manchester, Leamington Spa and Oxford. The best performance was claimed by J. Barnes (2½-litre), who in the 300 miles returned a figure of merit well in advance of J. G. Hadley, bringing another 2½-litre into second place.

A 30 m.p.h. average over main roads was called for between the various starts and the converging point at Alsop-en-le-Dale, where a lunch stop was made. F. Ambler (2½-litre), suffering from a bout of 'flu, was amongst the non-starters. There were three stages in the Peak district, set at 24, 30 and 24 m.p.h. averages respectively. An early retirement was that of R. G. Barnes (1½-litre), for in the first watersplash some five miles on, the incoming liquid proved just too much. The three stages were good without being killing and a test was included in the third at Goyt Valley.

B. I. Kenworthy headed J. Barnes, both in 2½-litre cars, by 0.4 sec. for a best time of 22.4 secs. Third best was 23.8 secs. by Ray Booth (Kestrel), Tom Hague's Sprite took slightly longer over the job in 24 secs. and Arnold Farrar, in a 1½-litre, did a creditable 24.6 secs.

The Great Mitton control found several losing marks on time. S. C. Smyth, coming all the way from Cheltenham, lost 100 marks at this early point. D. G. Barton, driving the ex-Lady Mary Grosvenor Sprite, dropped 20.

The two stages set in the Pennines started from the Three Fishes Inn, and the first leg was to prove probably the most difficult of the lot. In and around country which sees quite a deal of motoring activity, competitors travelled by the Hurst Green, Longridge, Ribchester and Dunsop Bridge areas to the Trough of Bowland and a further time control. No less than 15 lost marks here, three at least missing the control altogether. F. L. Schofield (Kestrel) was better than many in being debited only 20 marks. H. J. Rilett (1½-litre) lost 30, and T. H. Windle (2½-litre) and L. W. R. Deacon (1½-litre) 20 more than this.

The second Peak stage was nine miles in length, and if the first caught them out, at least it was nearly four times longer! The 26 m.p.h. average over this short distance proved too hard for 13

drivers, so very few clean sheets remained. In fact, following the 16 miles which brought competitors into Blackpool, it was found that only two "cleans" were left. The proud owners were the ultimate winner J. Barnes and A. C. Powner (1½-litre).

George Booth (Sprite) could not toe the line next morning at 9 a.m. with the rest, for he had experienced tappet trouble on the Saturday test and called it a day. Fifty-two miles and five tests faced the remainder, and it was of interest to note that a three-minute time allowance was made so that the silence of Remembrance Sunday might be observed.

Tom Hague was right on the mark for the Scissors Test on the Promenade, and his time of 22.8 secs. was 0.8 sec. better than Harry Upton's (2½-litre). In view of D. Malcolm's car being a 1½-litre, his 25.4 secs. was excellent. Hague continued his spirited efforts in the Monte-Blackpool test which followed, but unfortunately incurred a fault on his very fast run. Nephew D. W. T. Hague converted the stationary officials to travelling marshals in the excitement of his Sprite performance.

J. Barnes further improved his chances

★

*NINE: S. C. Smyth came all the way from Cheltenham in his 9 h.p. tourer, but lost 100 marks at the Great Mitton control on the first day of the event. He is seen here at a test in the Peak District.*

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## RILEYS AT BLACKPOOL

### J. Barnes (2½-litre) Wins Riley M.C.'s N.W. Centre Rally

with a 45.8 secs. time, J. G. Hadley (2½-litre) and Arnold Farrar (1½-litre) being fractionally slower at 46.2 secs. and 46.4 secs. Oxford starter H. M. Yeats (1½-litre) was good in 47.8 secs.

The morning run went back into Lancashire on a quiet and not difficult section where, at least, the footfall crowds of the previous day were not encountered. The three tests met with *en route* culminated in an acceleration test some five miles from the finish. Times were very close here, with Tom Hague again in the lead. Actually only 0.8 sec. separated the first five cars, for B. I. Kenworthy, H. Upton, J. G. Hadley and J. Barnes were all within that fraction of Hague's 11 secs. Ray Booth

had the misfortune to run a big-end on this test, but he managed to get the Kestrel back to the finish at the Imperial Hotel, Blackpool.

Eric Grindrod, who was mainly responsible for the excellent organisation of the week-end, had been working on Saturday figures all morning, and others as they came in. Consequently, within half-an-hour of the last man checking in, he was able to announce the provisional results.

The North-Western Centre were delighted to lift the team award, for the North-Easterners had almost made it their own. But for the first time a saloon car had to appear in the "twosome" teams, and this may have made a difference!

WILSON ROGERS.

#### Provisional Results

**Best Performance:** J. Barnes (2½-litre), 821 marks lost.

**Best Performance by 2½-litre:** J. G. Hadley, 935.

**Best Performance by 1½-litre:** A. C. Powner, 943.

**Best Performance by a Sprite:** T. B. Hague, 953.

**Best Performance by North-Western Centre Member (Burkhardt Trophy):** B. I. Kenworthy (2½-litre), 936.

**Novice Award:** D. W. T. Hague (Sprite), 968.

**Team Award:** J. Barnes and B. I. Kenworthy.

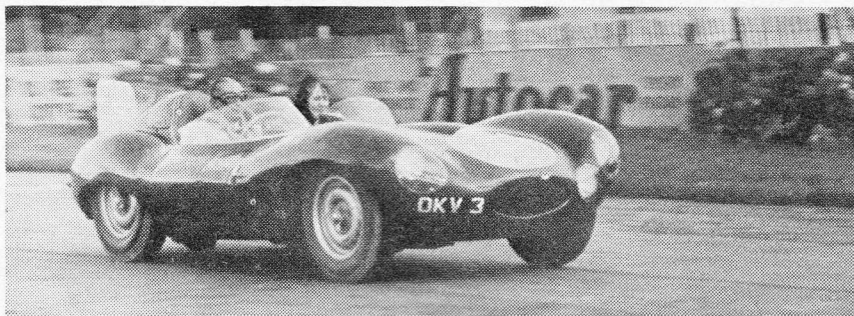
## TRYING THE D-TYPE

Guild Test Day Affords Opportunity to Sample Rheims 12-hour Winner

DRIVING the Jaguar D-type quite made the Guild of Motoring Writers' Test Day for me. Having seen it in action this year at Le Mans, Rheims and Dundrod, I had set my heart on having my quota of three laps at the wheel of this delectable piece of machinery, if necessary to the exclusion of all others.

The car they brought down to Goodwood was OKV3, the one driven by Wharton/Whitehead in the 24-hour and 12-hour races, and it will be a long time before I forget the thrill of settling down in the cockpit, behind the severely practical wood-rimmed steering wheel and pressing the starter-button. The whole car quivered as the engine roared into life, and at such a moment who of us would not wish he was a Moss or a Hamilton and be able to drive such a car for hours on end?

And you need hours on end to learn how to get the best from a D-type, of course. All I had was three laps—the shortest three laps I can remember. But if ever a car inspired confidence on short acquaintance, this was it. The steering, accurate to a degree, and oh, so positive; the gearbox, with its lever exactly where the hand felt for it, just four short, sharp, satisfying snicks from bottom to top, and the brakes . . . well, all journalists know they must be careful of scattering superlatives without due regard, but the D-type's servo-assisted disc-brakes have a stopping power with the lightest of pedal pressures that simply defies description or comparison. Perhaps the "giant hand" simile has been



Rally driver Gatsonides tries out the D-type Jaguar at Goodwood during the Guild of Motoring Writers' Test Day.

over done, but it still seems the most appropriate. And then, of course, there is the engine, simply bursting with b.h.p. to such an extent that getting away to a clean start, via the use of the rather vicious, but very necessary multi-plate clutch, is something to be practised and learned.

Perhaps the power of the D-type's engine and the superlative efficiency of its brakes is best illustrated by the fact that on our last lap we recorded 4,600 r.p.m. in top on Lavant Straight, before braking for Woodcote and rounding the corner in a safe and orderly fashion. Checking with "Lofty" England later, that amount of revs. with the axle ratio we had at the time, worked out at 125-130 m.p.h. There is not very much of Lavant Straight when you come to drive down it at speed, so to be able to reach such a high rate of knots and to slow down too, at the end, the acceleration and braking efficiency of the car must be really outstanding.

Of the road holding it can be said that not once did this even begin to let me down, although I was not sufficiently used to the car to attempt any Moss-style cornering. However, even on such short acquaintance I could imagine that a racing driver might well have a case in pleading for some sort of independent rear suspension so that cornering might be faster, and inherently safer, at very high speeds.

A very fast car, the D-type Jaguar, but a very safe one, too, especially when the tricks have been learned. Not a car to be hopped into and driven off blithely like the family saloon; after all, even a good violinist needs a lot more practice to get the full advantage from a Stradivarius.

Incidentally, my passenger still insists he was not terrified. He obviously has the makings of an excellent Mille Miglia co-driver!

MAXWELL BOYD

IN recent years the University Motor

Clubs of this country have established for themselves the reputation for running events that approximate to the "Mille Miglia" as closely as is possible. Thus it was not surprising that competitors in this year's Inter-Varsity Rally on 30th/31st October found it necessary to motor in no uncertain manner to keep up their required 30 m.p.h. average. Nor was it any straightforward "dice", for navigators soon found that they, too, were to have a hard night's work finding the cunningly placed controls among masses of second, third and fourth class roads. All the University Clubs were represented in the 70 car entry that

### Flogging A Dead Horse—continued

an attempt to pull off a "hat-trick" at Rhydymwyn finding Mervyn Kearon equally determined to recover the honours I had wrested from him 12 months previously, though in succeeding he did not equal my track record, while any slight satisfaction at a final class win in a very poorly supported class at the end-of-season Lydstep hill-climb was all but washed away by torrential rain.

To those drivers who class themselves in the Parker-Russell-Leston-Bicknell-Bueb "bracket", to borrow the fashionable inland revenue term, a couple of seasons such as I have here described must seem pretty small beer, if not actually verging on the pathetic, but I would submit that not every "double-knocker" user, nor necessarily every "featherbed" user, qualifies for this fairly exclusive "bracket".

## RAG NIGHT IN WALES

### The 1954 Inter-Varsity Rally

started at 4 p.m. on Saturday afternoon from the four starting points, Bedford, Kidderminster, Huddersfield and Durham. All routes converged on a point near Buxton where the first special test, a timed hill-climb, took place in which best time was put up by G. Harrop (Morgan Plus 4) of the M.U.M.C. After dinner at the Palace Hotel, Buxton, where the sweaters and maps of competitors mixed incongruously with the dinner jackets of residents, the rally really started in earnest with the route leading south-west into the mountains of Wales. It took competitors in a large circle during the night finishing at Chester for breakfast—taken approximately at the Zoo to the accompaniment of howls from the animals.

The night was long and arduous with most competitors trying vainly to make up time lost through inaccurate navigation due to over-rapid driving. As a result several cars arrived at the finish with restyled bodywork and many more did not arrive at all. A hard top Morris Minor jumped a 6-ft. ditch and reverted to tourer status; a Mk. 7 Jaguar slid off the road and ended up hanging over a precipice, having to be secured by rope before help could be sought; an M.G. took a short cut across the inside of a hairpin and fell 15 ft. into the road below, right in the path of a following competitor; but the highlight of the night came when the Threfall brothers' Dellow

ran into a river and was last seen motor-ing downstream looking for a way out! While all this was going on A. C. Fell had been pressing on steadily but unspectacularly in his M.G. TC without losing a mark, but had the heartbreaking misfortune to retire almost within sight of the finish with a broken spring.

After breakfast and two straightforward driving tests the route led to the finish at Pettypool Hostel for the final test, consisting of three timed laps of a skid pan where, despite some spirited and often amusing opposition, Harrop's Morgan was again fastest. So ended a well organized "Inter-Varsity", with Cambridge members taking three out of the first four places.

J. RICHARD ALEY.

#### Results

1, Cambridge U.A.C., 151 marks gained; 2, Oxford U.M.D.C., 126; 3, Manchester U.M.C., 118; 4, Loughboro' M.C., 54; 5, Edinburgh U.M.C., 53; 6, Leeds U.M.C., 52.

#### Individual Placings

1, P. Riley/M. Rankin (Peugeot), (C.U.A.C.), 1 mark lost; 2, R. M. Dobson/— (M.G. Y), (M.U.M.C.); 3, A. R. R. de Larrinaga/T. S. Hattersley (S-Talbot), (C.U.A.C.); 9; 4, J. G. Marks/C. Bates (M.G. Z), (C.U.A.C.), 15.

Best Performance in special tests: H. Harrop (Morgan), (M.U.M.C.).

Class Awards: Class A, up to 1,200 c.c.: J. E. Milne (Ford Anglia). Class B, up to 2,000 c.c.: P. Riley (Peugeot). Class C, over 2,000 c.c.: A. R. R. de Larrinaga (S-Talbot).

Team Award: 1, Equipe Vigorne (Oxford).

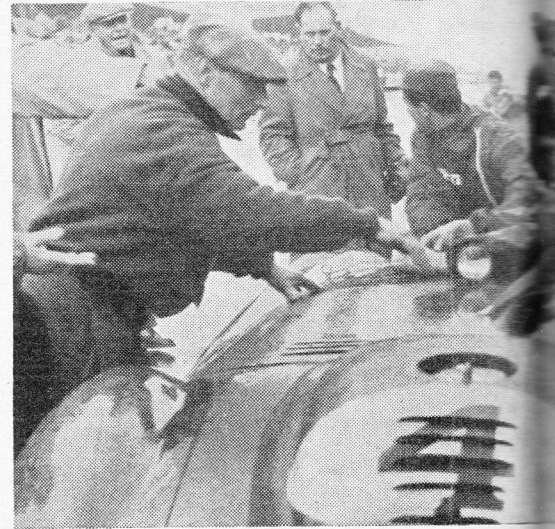
# DRAMA IN

A Photo Flash-back to Le Mans, 1954, F

By GEORGE



2.22 P.M.: Trintignant has just brought the car in; Gonzalez leans against the fence whilst refuelling is in progress.



2.25 P.M.: Gonzalez vainly tries to hurriedly open bonnet

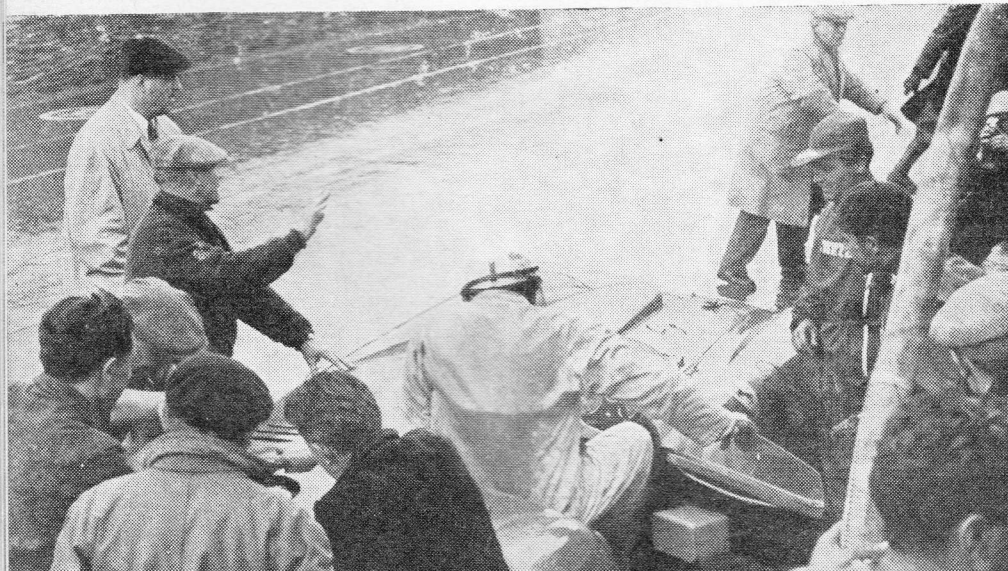


2.23 P.M.: (Above) Making certain that the tank is completely filled to enable the car to carry on non-stop to the finish, mechanics are watched anxiously.

2.24 P.M.: (Below) At last; tanks filled, oil checked; in jumps Gonzalez and officials clear the pit area ready for the re-start.



2.26 P.M.: (Above) One mechanic holds open the throttle while another shorts the starter cable with a screw-driver to cut out the solenoid.



# IN THE PITS

Featuring the Winning 4.9-Litre Ferrari

GEORGE PHILLIPS



to start the engine. Ferrari mechanics trace the trouble.



3 P.M.: (Below) The engine finally starts on the bank. Gonzalez is ready to leap into car. A mechanic holds accelerator pedal down. Four people, including the team manager, appear to be directly interested in the car.

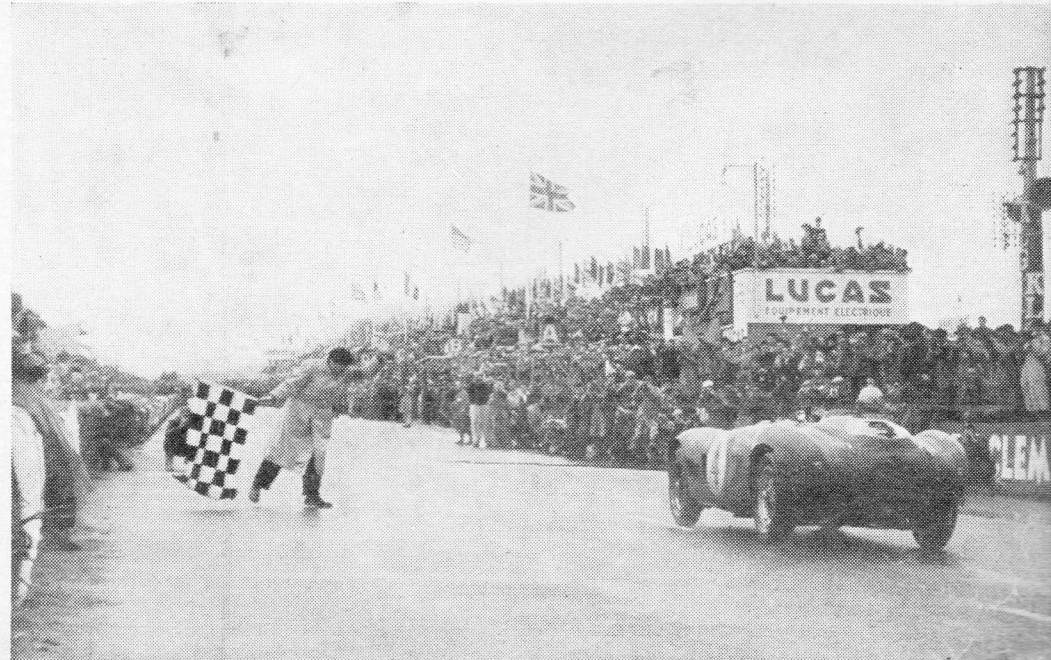


2.30 P.M.: In the Jaguar pit (r. to l.), Bill Heynes, Mr. W. Lyons, Peter Walker and Mrs. Lyons anxiously look towards White House Corner for the appearance of Tony Rolt in the D-type Jaguar—now on the same lap as the Ferrari which has rejoined the race.



3 P.M.: (Above) Race tension increases. "Faster-faster" signals are given to Gonzalez as the Jaguar draws closer.

4 P.M.: (Below) Victory. Gonzalez receives the chequered flag to win the 1954 Le Mans Grand Prix d'Endurance.



# CORRESPONDENCE

*We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.*

## Further Criticism of the Aintree/Grand Prix Decision

ALTHOUGH welcoming the decision to run the British G.P. in the North of England, the choice of Aintree is very difficult to understand.

Firstly, the course itself is little more than a glorified aerodrome circuit, being flat and featureless. Secondly, the horse track, which runs outside the car circuit for the fastest parts of the course too effectively isolates the public enclosures. At the risk of boring repetition I also deplore the very high charges for stand seats, even for the two non-championship meetings. Dare we ask what the charges are to be for a full-scale Grand Prix?

However, now that the R.A.C. have seen fit to look for alternative venues other than Silverstone, perhaps they would consider, for 1955 or 1956, the nearest approach to a true road circuit in this country, namely, Oulton Park, Cheshire.

It is far from featureless, and includes woodland and open country, undulating road and interesting corners, one banked and very tricky (ask John Bolster!). Spectators can walk round 90 per cent. of the course, in places on the inside, and there are plenty of magnificent vantage points. Charges to date have been very reasonable and organization excellent. Covered accommodation is, perhaps, inadequate for a G.P., but this could be remedied, along with a few other items, if encouragement is forthcoming from the right quarters.

Possibly the solution would be to run the 1955 British Grand Prix at Silverstone and for 1956 use Oulton Park, thereafter alternating between the two circuits.

D. MADDOCK.

WILMSLOW, CHESHIRE.

SHOULD the British Grand Prix, so ably organized by the B.R.D.C. and the *Daily Express*, be transferred from its highly successful venue at Silverstone to the new and geographically badly placed circuit at Aintree, I personally think that, unless the sponsors of Silverstone are reluctant to carry on (as was the case with Boreham) it would be very foolish indeed to move the venue from Silverstone, which has become over the years a household word. Furthermore, if the B.A.R.C. and the *Daily Telegraph* run the meeting at Aintree, one wonders whether they would be able to attract all the Continental stars as Silverstone has done in the past; taking Goodwood as an example of the B.A.R.C. meetings, it would appear to be doubtful.

Should the *Daily Express* lose the sponsorship of the British Grand Prix, I hope that they will continue to sponsor motor sport of a quality for which we in Great Britain, since the war, have to thank them.

PETER G. WORLEY.

LONDON, E.18.

IT is with regret that we learn that the 1955 British Grand Prix is to be run at Aintree. By all means let the North Country types see Grand Prix drivers, but what, may I ask, are we Southerners supposed to do? Surely Silverstone, situated as it is more or less in the centre of things, is more easily accessible to all parts of the country. My husband and I have travelled there and back quite easily by car and all in one day. Admittedly we left home at 2 a.m. How, may I ask, can we ever go to Aintree for the day?

I also hope that this doesn't mean that Silverstone is no longer No. 1 circuit, and as such be expected to take second place to Aintree.

(MRS.) MERVYN COOPER.

TONBRIDGE, KENT.

I AM infuriated by the sudden change of venue for the 1955 Grand Prix and wish to make the following points:—

1. The Grand Prix is to be held on a track which has only staged one major race meeting before, not counting the first and wrong-way-round meeting.

2. Aintree is not accessible. Swing a circle of a 100-mile radius round Silverstone and you enclose an area of about 30,000 square miles of England and Wales. Do the same for Aintree and the area drops to about 20,000 square miles.

3. The charges for stand accommodation are nearly double the Silverstone charges. I sincerely hope that big business is not starting to get its fingers on the sport.

4. Aintree now has two "Internationals" and Silverstone only one, which hardly seems to be a fair crack of the whip.

Pray heaven that 1956 will see the Grand Prix returned to Silvers.one.

P. DENDY.

CHELMSFORD, ESSEX.

ONCE again the old story seems to be rearing its ugly head: "ignore the cash customers who have helped to make us what we are—we can find a new lot." So much for all the blahhoo we have been hearing about the enormous costs of putting on a Grand Prix, if its organizers can take the risk of losing a large chunk of their 100,000 or so spectators, in the hope of selling the spectacle elsewhere. But the spectacle only attracts the crowd once or twice at most. It is the enthusiast who makes it pay, and Silverstone has proved that. It isn't so bad for us in the Midlands—if we want to go to Aintree. But what about the poor suckers who live south of Silverstone? They are not going to take to it so easily, and I'll back them in trying to keep the Grand Prix where it belongs, to the enthusiast, and Silverstone.

"REBEL".

BIRMINGHAM, 20.

## Too Rude to Mercedes-Benz?

AS one of your oldest readers, I think, may I support your American readers' criticism that you are sometimes, as your headline put it, "too rude to Mercedes-Benz".

To be fair to Mercedes, surely we should apply the same standards to their car as we would to a British car. Frankly, what would our attitude have been to a British Grand Prix car which achieved as much as the Mercedes has this year? Surely, your columns would be ringing with praise and I, together with most of your other readers, I am sure, would be celebrating madly and scraping up my last penny to get across the Continent to the next Grand Prix race.

Let us be fair to the German firm. After many years' absence from racing they have made an extraordinary comeback—perhaps a unique one. A new and untried car has been the vehicle of the World Champion. There can rarely have been a car which in its maiden season has so humbled the existing giants—the great Italian firms—that we observers talk of these former champions as if they and not Mercedes were the challengers.

If we are fair to the Germans, too, it seems to me that we are much more likely to learn the right lessons from their success. British efforts since the war to create a Grand Prix car have been a complete flop. Why? Surely the success of Mercedes shows that a modern winner must be the product of the scientific engineering which can only be found in a great firm possessing a body of traditional specialized experience, a great research organization, and abundant time and money. A miscellaneous group of enthusiasts with bright ideas is not enough. This may be unfortunate, for our British attitude to motor-racing—an amateur love of the sport—is in many ways attractive. Nevertheless, Britain will not produce a winner unless one of our great and old-established firms—and I can think of only two or possibly three to fit the bill—decides to take motor-racing seriously.

K. J. WALKER.

LONDON, S.W.7.

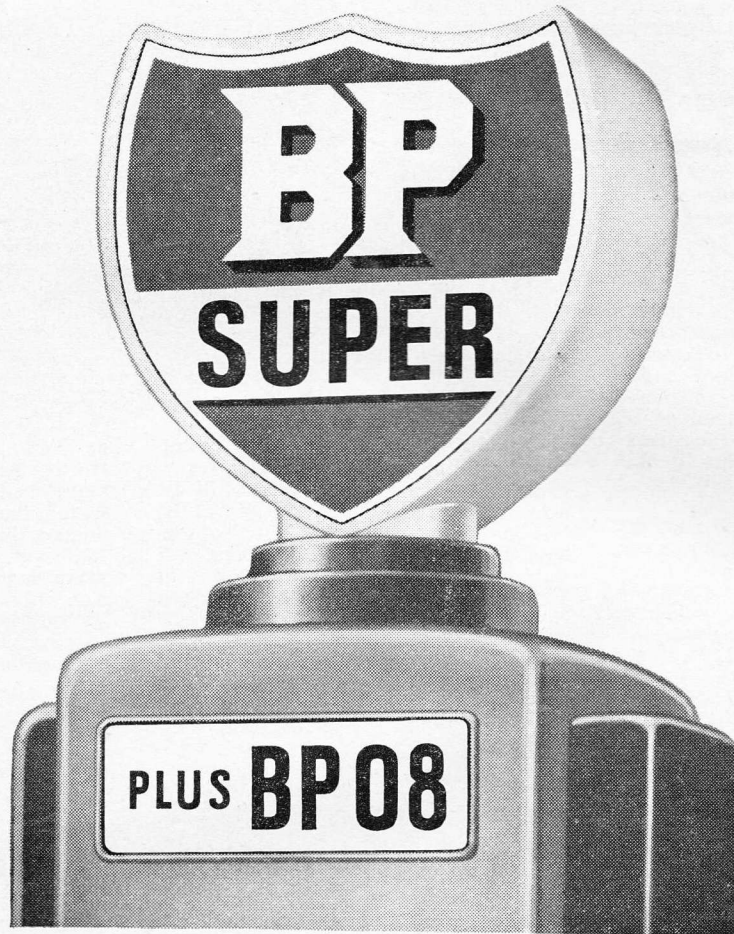
[AUTOSPORT has invariably given full credit to Mercedes-Benz, stressing the essential role played by Fangio.—ED.]

## Prospect for Real Production Sports Car Racing

NOW that there are plenty of fast, genuine production sports cars, i.e., Austin-Healey, Doretti, TR2, A.C., Jaguar, M.G., etc., I hope to see production sports car races at all the club meetings next year. The classes should be evenly matched, and lead to some good, close racing.

J. P. HACKING.

WALLASEY, CHES.



# Specially blended for winter use

This superb premium-grade petrol has now been specially blended for winter use. Run your car on BP Super plus BP 08 from now on. It prevents stalling, loss of power and the high petrol consumption caused by carburettor icing.

## Change up to BP Super

## NEWS FROM THE CLUBS

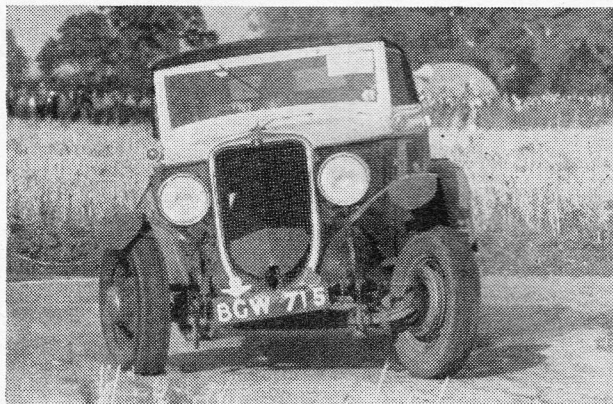
By Wilson McComb

WITH one win, one second place and three thirds, W. E. Wilks has won the 750 M.C.'s Goodacre Trophy, awarded annually for the best performance in 750 Formula racing. A member of the winning 750 team in the Three Hours Relay Race, Bill Wilks built his own car, and gained a total of 59 points out of a possible 90 for the season. Dave Rees and J. W. Whitehouse tied for second place, their total being 51 points.

In 1,172 Formula events S. Lambert (Lotus) has come out on top, his score being 29 out of 50 with three wins and two second places; he was a member of the winning 1,172 team in the Three Hours Relay Race. Second place goes to another Lotus, that of M. G. MacDowel, who gained 21 points. This is the second full season of 1,172 Formula racing and the fifth of the 750 Formula. Both classes still seem very popular, and only small changes have been made in the specifications for 1955.

**BUGATTI OWNERS' CLUB** are planning a series of touring rallies, commencing with their Winter Rally on 4th/5th December. It will start from the homes of six B.O.C. members and the first day's run will lead to Oulton Park for special tests. Competitors will then go to Buxton for the night stop, and will cover an 80-mile scenic route in the Derbyshire Peak District the following day. Invited clubs are the Bentley D.C., London M.C., Aston Martin O.C., Vintage S.C.C., Sunbac, Sheffield and Hallamshire M.C. and M.G.C.C., and entries close on 26th November. Secretary of the Meeting is

*SECOND in his class to a Mark VII Jaguar in the recent Bushmead sprint meeting was T. S. Hattersley (right) with his Ford V8 coupé.*



W. David Porter, Evesbatch Court, Bishops Frome, near Worcester. . . . **M.C.C.'s** annual dinner/dance will be held in the Park Lane Hotel, Piccadilly, W.1, on 19th November. . . . **Nottingham S.C.C.'s** Autumn Cup Trial will start from Trent Bridge, Nottingham, at 11.30 a.m. this Sunday, 14th November. A novel type of route card is promised for this 80-mile run, with no six-figure map references. . . . Non-members will be welcome at the **Surrey Sporting M.C.'s** film shows in the Warwick Hotel, Redhill, on 18th November, 16th December, and 6th January; each show will commence at 8 p.m. The club's next competitive event will be a night trial on the lines of a point-to-point, suitable for all vehicles, starting from the Warwick at 8 p.m. on Saturday, 20th November. Regs. may be had from C. W. Dart, 39 South Mead, Redhill, Surrey. . . . **Guildford M.C.'s** annual dinner/dance will be held at the Lion Hotel, Guildford, on 26th November. Tickets are obtainable from Bob Jennings, 16 Poyle Road, Guildford. **A.C.O.C.** members and their friends will hear a talk on the 1954 Alpine Rally, given by John Slatter, on 16th November at the Paviour's Arms, Page Street, Westminster (tickets free from L. N. Drew, 54 London Road, Brentwood, Essex). The usual "last Wednesday" meeting will

be held at the Marlborough Head, North Audley Street, W.1, on 25th November. . . . To introduce their winter season, the **Herts County A and A.C.** are holding their sixth "Nocturne" on 27th/28th November. This is a short night navigation trial and should be over by 2 a.m. Invited clubs are the A.C. Owners, Falcon, Hants and Berks, N. London Enthusiasts, Sporting Owner, Peterborough and 750 M.C. The start is from Dunstable, O.S. sheet 159 is required, and the Competition Secretary is C. P. Tooley, "The East Indian Chief", Fore Street, Hatfield. . . . An evening rally is being held by the **Mid-Thames C.C.** starting at 8 p.m. tomorrow night from the Anglers Hotel, Teddington. Invited clubs are the Brent Vale, Malden, Northern Heights and B.O.A.C.M.C. and inquiries should go to D. C. Ingram, care of the Anglers. . . . To replace their usual Wrotham Trial, the **750 M.C.** are running on 12th December the Walsingham Cup Trial, for Austin Sevens only. There will be classes for standard saloons, standard open models and specials, so any member can have a go. Regs. are available from A. W. Butler, 1 Hawkhurst Way, West Wickham, Kent. . . . **Tipperary M.C.'s** usual two-day trial will be held this year as a one-day event, starting from Clonmel at 1.30 p.m. on 21st November.

### 750 FORMULA

(For competition cars based on the pre-war Austin Seven).

- The car must comply with the Road Traffic Act and must be capable of being driven to the meeting under its own power.
- The bodywork must comply with the 1949 R.A.C. Regulations for Cars for Trials and Rallies and in addition must not be less than 32 ins. wide inside the cockpit.
- The following parts must be from the standard range of Sports and Touring pre-war Austin Seven components:—  
Cylinder block, crankcase, gearbox casing, rear axle complete, and main chassis side members, which must be used as such.
- The engine must have a stroke of 3 ins. and a bore not exceeding 2.26 ins. (i.e., .060 in. oversize). Overhead valves and superchargers are barred. Inlet and exhaust ports must not be reversed in function, nor must the siamezed inlet ports be divided.
- The car must carry full electrical equipment including starter, battery, dynamo properly mounted, side and tail lamps and at least one headlamp. There must be at least one aero screen of effective size. Hoods, passenger seats and spare wheels need not be carried. (At meetings held by other Clubs it may be necessary to vary these items in deference to the Regulations for these meetings.)
- When racing, one of the standard or premium grade fuels as supplied by roadside pumps must be used.
- This formula is devised for the benefit of the amateur constructor-tuner with very limited resources. The 750 M.C. Committee reserves the right at all times to reject any car which

it considers represents an attempt to defeat the spirit of the regulations, even though it complies with the letter of them.

**NOTE 1.**—It has been found that the early type of Austin wire wheel hub with a solid centre (i.e., without a plated hub centre) is liable to fail without warning under racing condition if secured by the normal taper seating wheel nuts. Therefore wheels of this type are only acceptable if they are secured by stout plain washers at least 1 in. diameter with suitable proprietary lock nuts (such as Simmonds, Pinnacle or Philidas) on the normal wheel studs.

**NOTE 2.**—Notice is now given that the 1956 750 Formula will in all probability call for the incorporation in the specification of quarter-elliptic rear springs.

**NOTE 3.**—It may be taken that Clause 7 will automatically rule out such flights of fancy as fuel injection, etc., but will not restrict the activities of any genuine amateurs of limited resources.

### 1,172 FORMULA

(For competition cars with Ford 8 or Ford 10 engines.)

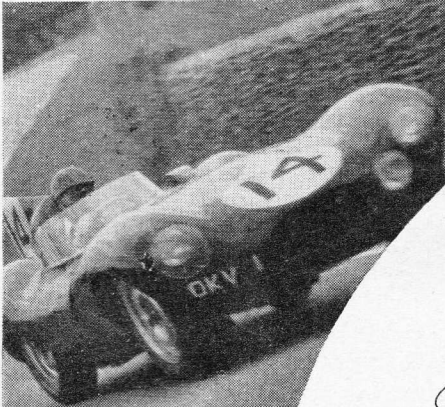
- The car must comply with the Road Traffic Act and must be capable of being driven to the meeting under its own power.
- The bodywork must comply with the 1949 R.A.C. Regulations for Cars for Trials and Rallies and in addition must not be less than 32 ins. wide inside the cockpit.
- The power unit is to be based on a standard Ford 933 c.c. or 1,172 c.c. engine casting of any type (i.e., 8, 10, Popular or Anglia or Prefect, of either earlier type or 1954 and

later). Modifications must not include supercharging, conversion to o.h.v., reversal in function of the inlet and exhaust ports or the dividing of the siamezed inlet ports. The standard stroke of 92.5 mm. must not be exceeded and the bore must not be greater than the Ford 10 standard of 63.5 mm, plus 0.060 in. rebore allowance. Standard camshafts must be used unaltered.

- The car must carry full electrical equipment including starter, battery, dynamo properly mounted, side and tail lamps and at least one headlamp. There must be at least one aero screen of effective size. Hoods, passenger seats and spare wheels need not be carried. (At meetings held by other Clubs it may be necessary to vary these items in deference to the Regulations for these meetings.)
- The complete vehicle, as presented for competition, without occupants, is to weigh not less than 8 cwt.
- When racing, one of the standard or premium grade fuels as supplied by roadside pumps must be used.
- This formula is devised for the benefit of the amateur constructor-tuner with very limited resources. The 750 M.C. Committee reserves the right at all times to reject any car which it considers represents an attempt to defeat the spirit of the regulations, even though it complies with the letter of them.

**NOTE 1.**—While it is not a requirement of the Formula, warning is given that it is inadvisable to lighten the standard Ford cast flywheel.

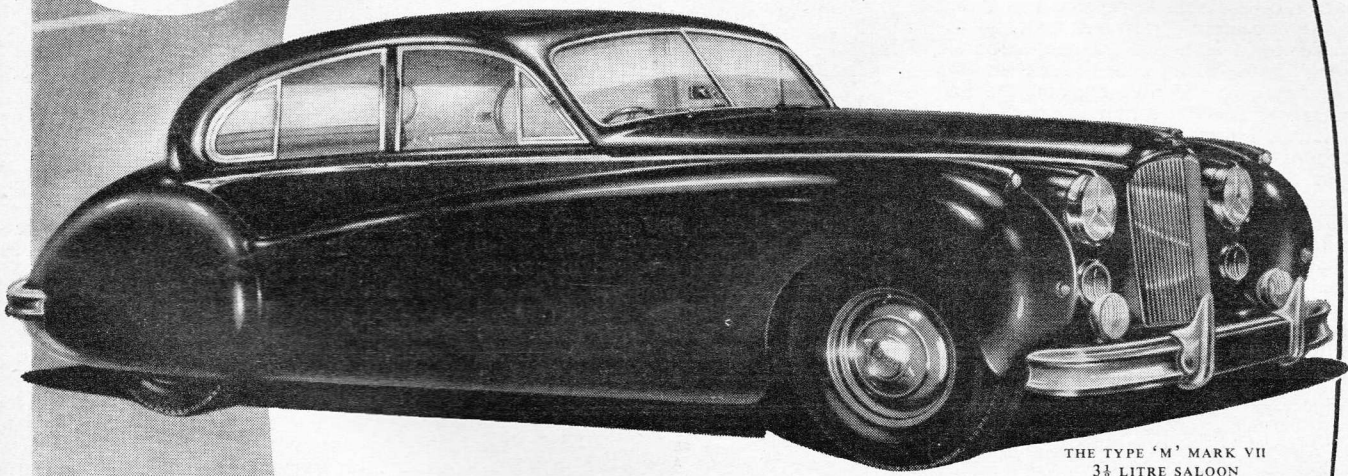
**NOTE 2.**—It may be taken that Clause 7 will automatically rule out such flights of fancy as fuel injection, etc., but will not restrict the activities of any genuine amateurs of limited resources.



The famous 3½ litre 'D' TYPE JAGUAR with Dunlop disc brakes, now joins the Jaguar range.

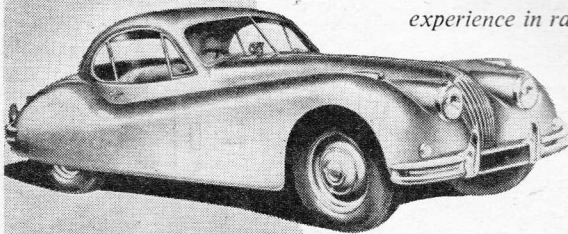


The  
**JAGUAR**  
*Range of Models for 1955*



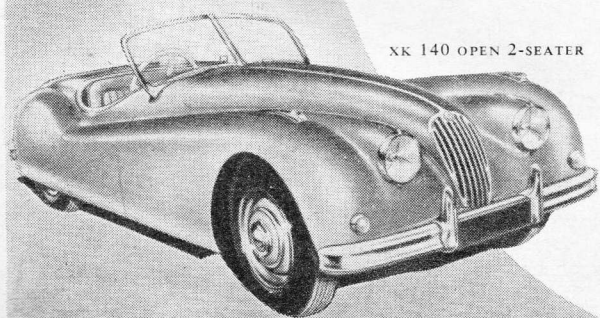
THE TYPE 'M' MARK VII  
3½ LITRE SALOON

*In the 1955 range of models Jaguar present not only added refinements but mechanical advances directly derived from unrivalled international experience in racing, record-breaking and endurance tests.*



XK 140 FIXED-HEAD  
2-3 SEATER

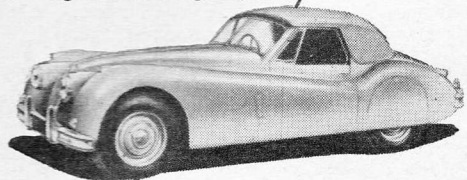
The elegant lines of the Mark VII remain unchanged in the Type 'M' but the famous XK engine now with high-lift cams has power output raised to 190 b.h.p. Increased diameter torsion bars give even greater riding comfort. New 'wrap-around' bumpers afford extra protection. Flasher type indicators, individually adjustable fog lamps and rear lights incorporating reflectors are among new features.



XK 140 OPEN 2-SEATER

Sports models for 1955 include the famous 'D' type with Dunlop disc brakes and dry sump lubrication. The XK 140 Fixed-Head close-coupled 2-3 seater, the XK 140 Drop-Head Coupe (now with 2 extra seats for children) and the XK 140 Open 2-seater are powered by the XK 3½ litre engine now with high-lift cams—developing 190 b.h.p. (Special equipment models are fitted with 'C' type engines, wire wheels and fog lamps). New features include:— Rack and pinion steering; increased diameter torsion bars; oil ignition coil; robust 'wrap-around' bumpers; re-designed radiator grille, etc.

*See them at your  
dealer's to-day.*



XK 140 DROP-HEAD COUPE

# DORSET MUDLARK

Rain Mars W.H. and D.C.C.  
Autocross Meeting—B.T.D.  
by Peter Cooper (Ford Spl.)

WHEN the West Hants and Dorset Car Club officials marked out the course for the Autocross, at Lulworth, in Dorset, they could not hope to combat torrential rain, which fell all Sunday morning, rendering the field a mass of liquid mud. As for making a good time, it was a work of art to complete the two required laps without coming to a standstill with wheelspin. However, after a rain-soaked practice, most people elected to have a go in the afternoon, and the worst of the rain having ceased, things got going just before lunch time.

To avoid undue delays, the open cars took both their timed runs at the beginning of the meeting, and the first class was for 750 formula cars.

Zingle's Austin was victorious, with a run in 2 mins. 50 secs., with B. Vyse's neat Special runner-up in 2 mins. 53 secs. R. L. Richardson appeared to collect the most mud in this class.

In the 1,172 c.c. class, fastest run, and incidentally, best time of the whole day, was made by Peter Cooper's well-tried Ford Special, with an excellent run in 2 mins. 14 secs., the car travelling with a minimum of wheelspin. Macklin's usually invincible Aus-Ford was helpless



MUDPACK for Mrs. Park, who shared a Silverstone Healey with her husband and found the W. Hants and Dorset C.C.'s autocross meeting rather hard going on 31st October.

on the liquid mud, and went off course on both his runs, losing much time. T. Tokeley became involved in marker bins with his Austin.

The next, and largest class, comprised all sports and special types, but was reduced by non-starters. D. A. S. Colvin and E. Shillabeer shared a

potent-sounding M.G., which became almost uncontrollable with wheelspin, while Mr. and Mrs. Park tried gallantly with a Silverstone Healey, despite being almost awash in mud. F. Bruce-White's venerable M.G. made a surprising couple of runs, going round quite fast, with little wheelspin, and being involved in an amusing battle with P. G. Cooper's TR2 on one trip.

The class went to Geoff Dear, whose M.G. TF seemed to be flat out in second all the way, rear wheels gripping about once per lap! B. Croot's Cuff Special, "Hell's Hammers", tried various gears, but got either wheelspin, or appalling pinking, and had quite a struggle. Lockyer's Ford Special was quite steady, and A. Stevens found an entirely new driving position in his Riley, driving on the hand throttle, sitting on the back of the car, and appearing to steer with his feet at times! This experiment in weight distribution was not entirely successful, however.

The saloons had rather an unfortunate time, car after car spinning to a standstill, even on the flat. Indeed, John Shutler could not even reach the starting line with his well-known Invicta, which was a pity. Cawsey's Renault made two great efforts, the engine literally screaming, while the driver fought wheelspin, eventually taking the first saloon class with 4 mins. 15.4 secs.

The next class went to W. A. Walters' Austin A40 tourer, which motored round in 3 mins. 48 secs. faster without ballast in the boot, to the driver's surprise. He was hotly challenged by his wife, on the same car, which made the class a family affair. By this time the course had developed into a quagmire, and the last car fought its way round, just as the rain commenced again. As the meeting ended, the general comment was: "If only it had been fine!"

A. HOLLISTER.

A. N. FORD.

(Full results published last week.)

## "TUMSHIES TURNOUT"

Difficult Hallow-e'en Event in Scotland

THE Scots word for turnip is "tumshie" and around Hallow-e'en, the Lanarkshire M.C. and C.C. stage a rally event in which competitors swear that witches and hobgoblins do the organizing. Certainly both navigators and drivers became almost bewitched on 30th October, for they were confronted with a beautifully involved series of directions that resulted in none of the entrants finishing with a clean route sheet.

Even in the first section David Jack's usually competent navigator lost the place and the Jack Riley, plus that of Herbert Feldman, were seen in a gipsy camp where they had no right to be—unless they were in search of a crystal ball, which looks like being standard navigation equipment nowadays.

In the second section Sammy Colman (Allard) directed Marion Wallace (M.G. TF) along the correct route, and then took a wrong turning himself, the Allard diving into a ford to come to a spluttering standstill. Sandy Morrison (Singer) was also seen spluttering, but this was because he was blowing through fuel pipes to clear them of dirty petrol.

Witchery was still in the air in the third section, when Bob Macpherson (B.M.W.) and P. G. Braidwood (Hillman) got themselves mixed up with cars heading for the fourth check. Craig Dymock (Vanguard), nearing the check, suddenly decided to about-face and motor in the opposite direction.

Then came a search for the Kirk o' Shotts TV mast, and Herbert Feldman was stranded amidst the shale bings with no petrol in his Riley. Finding a couple of code words at odd spots of the landscape near Carronbridge brought the hobgoblins out in force, and Herbert Meikle (Morris) and Craig Dymock (Vanguard) were will-o'-the-wisped over an unmade road to get bogged down at a waterworks.

The final road section was tight for time, and the fact that the town of Stirling had to be negotiated before reaching Bridge of Allan made it worse. Traffic and zebra crossings were the cause of Howard Sturrock (Morgan) losing his only marks on the road.

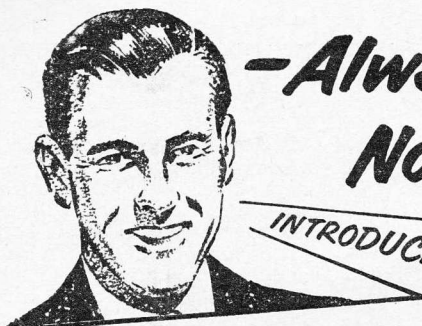
In two clever driving tests, the Morgans of Francis Dundas and Howard Sturrock were outstanding, and despite the attendant haunts of Hallow-e'en, results were produced smartly and read as follows:

### Results

**Premier Award. Douglas Young Trophy:** H. F. Sturrock (Morgan), 18 marks lost.

**Navigator's Award:** K. R. Sturrock.

**Class Awards. Closed cars up to 1,500 c.c.:** W. P. Cleland (Riley), 77; H. A. G. Meikle (Morris), 127. **Closed cars, 1,500 c.c. and over:** R. D. Macpherson (BMW), 50; R. C. Dymock (Vanguard), 81. **Open cars, unlimited:** H. F. Sturrock (Morgan), 18; A. B. Carlaw (M.G. TD), 55. **Team Award:** H. F. Sturrock (Morgan) and D. Jack (Riley).



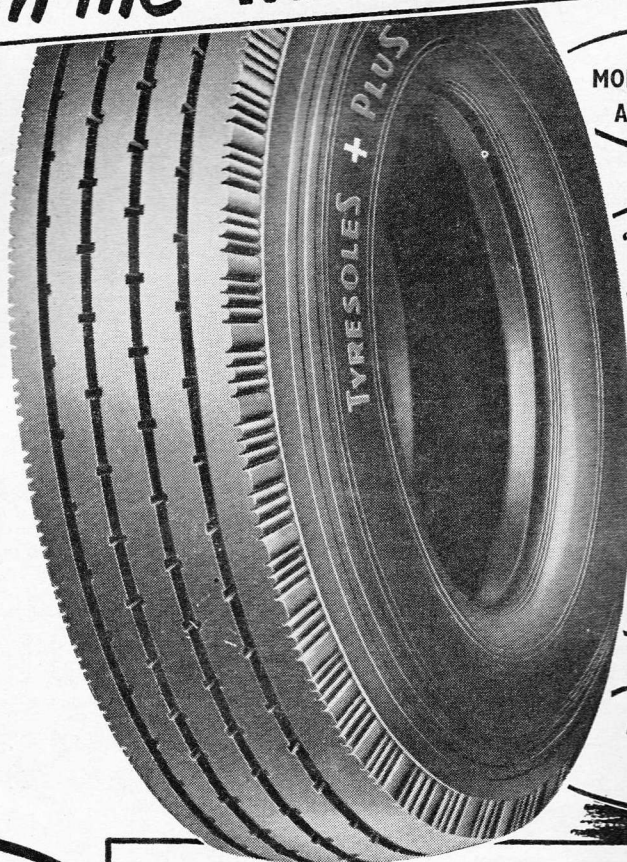
*-Always first in performance  
Now first in appearance*

INTRODUCING THE

**TYRESOLES**  
**+ PLUS +**  
with the **'NEW TYRE LOOK'**

"TYRESOLES" have always led in mileage and reliability. Now "TYRESOLES" produce a reconditioning process which not only maintains all the outstanding "TYRESOLES" qualities but provides a finished appearance to match new tyres. In accordance with "TYRESOLES" practice this development will be obtainable in all car tyre sizes.

Insist on "TYRESOLES" by name and refuse substitutes. Every treated tyre carries the name "TYRESOLES."



MODERN SIDEWALL STYLING  
AND CLEAR CUT TREAD

"TYRESOLES" RELIABILITY  
FEATURES RETAINED

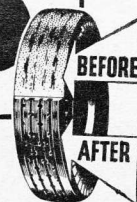
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## MUDLESS MOORFOOT

of his Ford Prefect on the start line.

Amid the score of M.G.s among the entry Jimmy Murray's proved highly manoeuvrable in the tests and, on the Conus Hill, gave a display of the technique that is only gathered from genuine trials driving. Since parting with his Alvis, Herbert Meikle has been having a lot of fun with his Morris station wagon and his enjoyment of the lighter car is reflected in recent awards lists. We are pleased to see this just as we were pleased to see newcomer A. Coke handle a not-so-young Lea-Francis very well indeed, to be rewarded with the *Motor World* Trophy in an event that lived up to the standards set by the M.G. Car Club's Scottish Centre, which have always resulted in very jolly sporting occasions.

A. N. FORD.

### Results

**M.G. Trophy (best performance):** T. H. Leggat (Crocus).

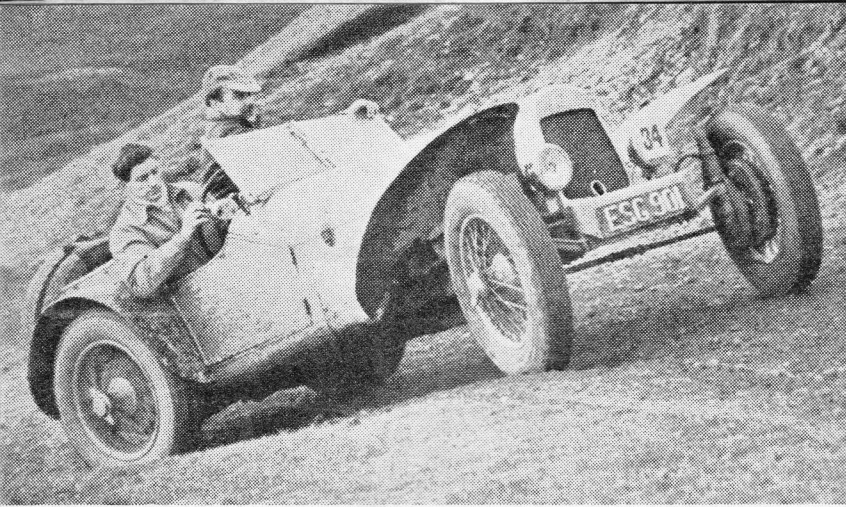
**Stuart Trophy (best in opposite class):** G. M. Smellie (Ford Anglia).

**Open Cars:** 2, C. R. S. Robertson (Morgan); 3, N. T. Lithgow (H.R.G.).

**Closed Cars:** 2, H. A. G. Meikle (Morris); 3, R. D. MacPherson (Ford).

**Best M.G.:** J. Murray (TD).  
**"Motor World" Novice Trophy:** A. Coke (Lea-Francis).

**Team Prize:** R. D. MacPherson, N. T. Lithgow and H. A. G. Meikle.



★  
*CROCUS: (Left) Tom Leggat tackles test 6 of the Moorfoot Rally in his well-known special.*

★

ONCE upon a time the Moorfoot was a gloriously gelatinous mud plug. Alas! the Scots have fallen on evil days and now that there are less trials specials than we have fingers, the M.G. Car Club's Scottish Centre has fallen into line with other Scottish clubs and the Moorfoot has become a rally. This year the event was staged on 31st October, and with an ingenuity which some describe as cunning and others as devilish, organizers Ernie Herrald, Douglas Mickel, Bert Kay and their merry men insinuated six tests among the road sections, which were definitely the deciding factor in the event.

The awards went to regular competitors and we were pleased to see Tom

Leggat's Crocus performing as he likes it to, for there is no doubt that he has had some bad luck with this interesting vehicle. Consistent performers in the tests were Charles Robertson (Morgan) and Norman Lithgow (H.R.G.) who handled their cars with customary dexterity. Among drivers of closed cars, Morris Smellie is building up an excellent reputation in his Ford Anglia, and on the Conus Hill, which is becoming a feature of the Moorfoot, his navigator proceeded to climb into the boot and add to rear end adhesion. Nice going on this hill was made by "Brig." Morris in the ex-Hughes Allard, but Ronnie Gray had bad luck when he stalled the engine

## TWO NEW IRISH VENTURES

Successful First Events Staged by I.V.C. and I.T.D.C.

FIRST attempts by new clubs are always of interest, and the first open trial staged by the Irish Volkswagen Club on Saturday, 30th October, was a really good effort. The 80-mile route was so well planned and policed with secret checks that only five out of 22 starters finished "clean". Again, the six tests were obviously well thought out and gave everyone a chance. As it happened, A. G. Ryan, driving a Volkswagen, won the premier award, but Dr. Porsche's brain child has been so successful this season in Irish trials that nobody was surprised. The route led from Lamb Doyle's, via Old Long Hill, a secret check at Newtownmoun Kennedy, Ballardbeg, another secret check at Ballyellen Church, thence through Blessington (by which time it was dark) to Kill and back to Glen Heste by yet another secret check at Lynch Park.

Paddy Hopkirk, driving brilliantly, won four out of six tests and figured in the other two, but the secret checks were his undoing. Sam Logan and Noel Gleason, both TD-mounted, figured high in all test times, as did P.A.-winner A. G. Ryan. However, this trial was well-nigh unique inasmuch as, while it stayed on good old sheet 16, it was won on the road.

The last test, near Kill, was well under way when two C.I.D. Special Branch detectives drove up, watched the proceedings for a little while and then quizzed Dr. Brian McMahon, who was in charge. Seemingly a foreigner, who had lately taken up residence in a bungalow just beside the chosen test site, had seen Brian and his brother Heber putting marks on the road late one evening of the previous week. The foreigner had reported to the C.I.D. that one dark

night masked men had surveyed his house and then inscribed the road nearby with menacing Masonic and Hebrew symbols! Once the detectives had satisfied themselves about the purpose of the menacing symbols, they departed, trying hard to hide their amusement.

JACK O'DONOGHUE.

### Results

**Premier Award (O'Flaherty Trophy):** A. G. Ryan (Volkswagen), 138.6 marks lost.

**Open Cars:** 1, N. Gleeson (M.G.), 145.2; 2, J. A. Garvey (Jaguar), 247; 3, S. H. Logan (M.G.), 285. **Expert Saloons:** 1, P. Connolly (Volkswagen), 153.4; 2, H. Hanna (Volkswagen), 153.4; 3, R. E. Newell (DKW), 159.4. **Novice Saloons:** 1, J. Cullen (Volkswagen), 306; 2, J. P. Elliot (Hillman), 392; 3, I. K. Ryan (Volkswagen), 570.

### AUTOCROSS OR AUTOSCRAMBLE?

THE newly formed and now officially recognized Irish Trials Drivers' Club held their first event on Saturday, 23rd October. This was an autocross confined to members, run in a steady down-pour at a circuit of about half a mile in the fields below the Glenview Hotel, Co. Wicklow. The course was a special drivers' dream, including a steep hill

(used by another club on several occasions as an observed section), an equally steep drop down a muddy slope to a sharp right-hand bend, a flat but muddy section to a small river, thence for 20 yards through a potato field (complete with potatoes!), and back through the river again to a series of "wiggles" and the aforementioned climb.

This could scarcely be called an autocross, and from a spectator's point of view the proceedings must have seemed rather boring. However, several hundred hardy souls braved the weather to have a look.

The programme was arranged in a series of pursuit races wherein two cars were dispatched 10 seconds apart to cover four laps of the course. There was not sufficient room to pass and this meant that on the few occasions when a pursuer caught the pursued, the driver in the second car got more than somewhat muddy for his pains. Of the 10 specials competing, the ultra-short and almost identical cars of Jack Gibney and "Paddy" Le Fanu had the heels of everything else on this circuit.

J. O'D.

### Results

**Premier Award:** J. Gibney (Ford Spl.), 3 mins, 48 secs.

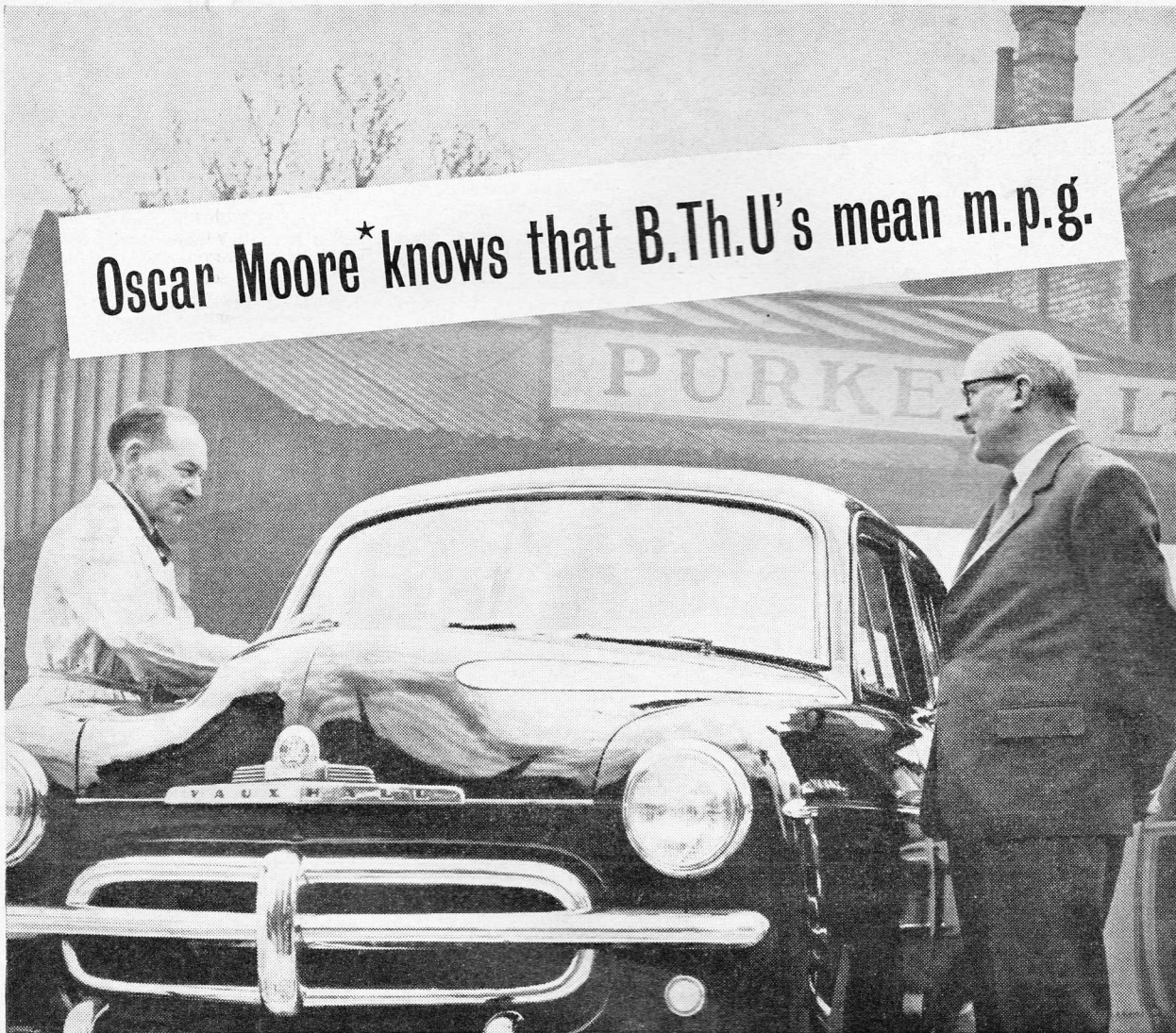
**Other Awards:** R. B. S. Le Fanu (Ford Spl.), 3 mins, 53 secs.; A. L. Young (Dellow S), 4 mins, 2 secs.; R. J. Nash (Dellow), 4 mins, 5 secs.; J. M. Woulfe (Dellow) and C. H. Beckett (Ford Spl.), 4 mins, 6 secs.

★

(Right) Radio commentator Horner Beckett chases Harold Johnson through Irish mud in the I.T.D.C. autocross meeting.

★





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# 1955 MIDLAND CALENDAR

THIRTY-FIVE delegates of the Association of Midland Motor Clubs met on 3rd November at the Crown Hotel, Birmingham, and agreed to the following provisional calendar for 1955:—

## JANUARY

January 8th/9th: Vintage S.C.C. (Midland), Rally (C.I.). January 16th: M.G.C.C. (Midland), Rally (C.). January 23rd: Leicestershire C.C., Trial (C.); Wolverhampton and S. Staffs C.C., Rally (C.). January 30th: Pathfinders and Derby M.C., Driving Tests (C).

## FEBRUARY

February 6th: Hagley and District C.C., Trial (C.I.). February 13th: Charnwood C.C., Rally (C.); Coventry and Warwicks M.C., Rally (C.). February 20th: Bridgnorth and District M.C., Trial (C.I.); Leicestershire C.C., Trial (C.) Northampton and District C.C., Trial (C.); Birmingham University M.C., Rally (C.I.); Nottingham S.C.C., Trial (C.); February 27th: Evesham A.C., Rally (C).

## MARCH

March 6th: Alvis O.C., Rally (C.I.); Shenstone and District C.C., Trial (C.); Bugatti O.C., Rally (C.). March 13th: Walsall and District C.C., Trial (C.). March 19th: Sunbac, Trial (R). March 20th: Wolverhampton and S. Staffs C.C., Trial (C.I.); Leicestershire C.C., Trial (C.); Nottingham S.C.C., Trial (C.). March 26th/27th: Herefordshire M.C., Rally (C.I.).

## APRIL

April 2nd/3rd: Bugatti O.C., Hill-climb (C). April 3rd: Hagley and District L.C.C., Rally (C). April 16th/17th: M.G.C.C. (Midland Section), Rally (C). April 17th: Northampton and District Autocross (C.I.); Leicestershire C.C., Autocross (C); Charnwood C.C., Rally (C) (Subject local liaison). April 22nd/23rd: Midland A.C., Rally

(N or C.I.). April 23rd/24th: Wolverhampton and S. Staffs C.C., Rally (C). April 24th: Coventry and Warwicks M.C., Rally (C.I.).

## MAY

April 30th/May 1st: Sunbac, Rally (C). April 7th: Evesham A.C., Rally (C). May 7th/8th: Pathfinders and Derby M.C., Rally (C.I.). May 8th: Walsall and District C.C., Driving Tests (C.I.). May 11th: Hagley and District L.C.C., Rally (C). May 14th: Shenstone and District M.C., Rally (C); Nottingham S.C.C., Sprint (C). May 15th: Leicestershire C.C., Trial (C); Northampton and District C.C., Rally (C). May 21st: M.G.C.C. (Midland), Driving Tests (C). May 22nd: Bugatti O.C., Hill-climb (N). May 29th: Pathfinders and Derby M.C., Driving Tests (C); Coventry and Warwicks M.C., Driving Tests (C).

## JUNE

June 5th: (Birmingham Accident Prevention Council Safety Rally). June 11th: Sunbac, Driving Tests (C). June 11th/12th: Leicestershire C.C., Rally (C); Wolverhampton and S. Staffs, Rally (C.I.). June 19th: Midland A.C., Hill-climb (N); Charnwood C.C., Rally (C.I.); Northampton and District C.C., Sprint (C). June 25th: Hagley and District L.C.C., Rally (C.I.). June 26th: Bugatti O.C., Hill-climb (C).

## JULY

July 3rd: Alvis O.C., Rally (C.I.); Hagley and District L.C.C., Driving Tests (C); Evesham A.C., Sprint (C). July 10th: Leicestershire M.C., Trial (C). July 13th: Sunbac, Trial (C). July 17th: Walsall and District C.C., Trial (C); Nottingham S.C.C., Trial (C). July 23rd: Midland A.C., Driving Tests (C). July 24th: Bugatti O.C., Hill-climb (C.I.).

## AUGUST

August 7th: Shenstone and District C.C., Driving Tests (C) (Moved from 24th July). August 13th: Nottingham S.C.C., Race (C.I.). August 21st: Walsall and District C.C., Driving Tests (C.I.).

## SEPTEMBER

August 27th/28th: Bridgnorth and District C.C., Rally (C.I.). August 28th: Midland A.C., Hill-climb (N).

September 3rd: Sunbac, Race (C.I.). September 3rd/4th: Leicestershire C.C., Trial (C). September 4th: Alvis O.C., Driving Tests (C.I.); Coventry and Warwicks M.C., Rally (C). September 10th/11th: Bugatti O.C., Hill-climb (N); Northampton and District C.C., Rally (C.I.). September 11th: M.G.C.C. (Midland), Driving Tests (C). September 17th/18th: Midland A.C., Rally (C or C.I.). September 18th: Pathfinders and Derby M.C., Driving Tests (C); Evesham A.C., Rally (C). September 25th: Hagley and District L.C.C., Sprint (C.I.); Northampton and District C.C., Autocross (C.I.); Wolverhampton and S. Staffs C.C., Trial (C).

## OCTOBER

October 1st: Hagley and District L.C.C., Trial (C). October 1st/2nd: Vintage S.C.C., Trial (C). October 2nd: Leicestershire C.C., Trial (C). October 8th: Shenstone and District C.C., Rally (R or C.I.); Nottingham S.C.C., Sprint (C.I.). October 9th: Charnwood C.C., Rally (C); Pathfinders and Derby M.C., Driving Tests (C). October 15th/16th: Coventry and Warwicks C.C., Rally (C). October 16th: M.G.C.C. (Midland), Trial (C.I.). October 22nd/23rd: Northampton and District C.C., Rally (C.I.); Walsall and District C.C., Rally (C). October 29th/30th: Nottingham S.C.C., Rally (C.I.); Sunbac, Trial and Rally (C). October 30th: Leicestershire C.C., Trial (C).

## NOVEMBER

November 5th: Cheltenham M.C., Trial (R). November 6th: Shenstone and District C.C., Trial (R); Evesham A.C., Driving Tests (C). November 13th: Nottingham S.C.C., Trial (C). November 20th: Northampton and District C.C., Trial (C.I.); Walsall and District C.C., Trial (C); Wolverhampton and S. Staffs C.C., Rally (C). November 26th/27th: Herefordshire M.C., Rally (C.I.). November 27th: Leicestershire C.C., Trial (C.I.).

## DECEMBER

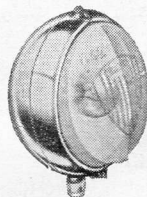
December 3rd/4th: Bugatti O.C., Rally (C.I.). December 4th: Pathfinders and Derby M.C., Driving Tests (C); Hagley and District L.C.C., Trial and Rally (C). December 11th: Nottingham S.C.C., Trial (C).

C = Closed; C.I. = Closed Invitation;  
N = National; R = Restricted.



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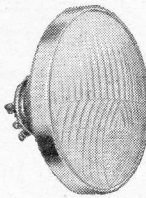


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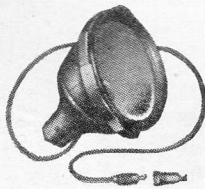
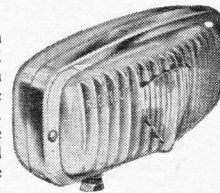


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# FORD FIRST AT KILKENNY

## Brian Nixon (Anglia) Beats the Volkswagens in Irish Trial

FOUL weather, 150 miles of muddy abominations masquerading under the name of roads and eight rough and tricky tests, added up to the Kilkenny Motor Club's contribution to the current Hewison Trophy competition on Sunday, 31st October. In short, the Kilkenny Winter Navigation Trial was good. Thirty-two starters made a heartening sight for the organizers and 28 finishers without a clean sheet amongst them brought joy to the hearts of Tommy Connolly and Mick O'Brien, who planned the whole affair.

Brian Nixon, driving an Anglia, broke the recent Volkswagen sequence of victories in Irish trials, winning the premier award by the tiny margin of 1½ marks from Declan O'Leary (Volkswagen). Nixon's victory was unexpected but well deserved, as he has been there or thereabouts in a number of events lately. The Hewison competition seems, at this stage, to be resolving itself into a strange mixture of events. Dublin clubs have hit a new low-water mark in pointless two- to four-hour affairs of around 60 to 80 miles, calling for the minimum effort from drivers, navigators and officials alike. The country clubs seem to have grasped the fact that open trials draw the good drivers and that "Hewison" means "championship", therefore country organizers think hard and work harder to give competitors something worthy of their steel. However, the bigger entries at country events proves the sportsmanship of the current band of Hewison competitors; they are prepared to earn their points the hard way.

So it was with this Kilkenny trial. The route led from Kilkenny City, through

(Right) Brian Nixon, winner of the Kilkenny M.C.'s recent Winter Navigation Trial, puts his Ford Anglia through the Crumlin test.



50 miles of the tangled skein that makes up the by-roads in the Northern part of the county, to a lunch break in Rathdowney, with four tests on the way. These were good. The first, near Ballewen House, involved a most complicated dash around a building, into a garage, reverse out, then forward again between two sets of solid steel uprights. No room here for faint hearts—the garage wasn't very big and the sides were composed of stout concrete! T. P. O'Connell proved to have the stoutest heart and did everything in 31 secs.; Declan O'Leary took 34.5 secs. and Heber McMahon 35 secs., all three driving Volkswagens.

Test 2 was "Y" junction stuff, and McMahon's 27 secs. proved he could do clever things with his handbrake. Test 3, also a "Y", involved a long dice up a by-road followed by a wiggle-woggle. Joe O'Mahoney made no mistakes, and his 59 secs. was nearly 3 secs. better than anyone else's time.

After lunch the route led to Crumlin, a wild and remote place north of the Devil's Bit Mountains in Co. Tipperary, where even a snipe could get chilblains. Here competitors were faced with another long and very difficult test that involved

driving downhill through mud. Edie Ingram stuck but got going again; Barry Statham stuck and stayed put. Big cars were advised not to attempt the test and several small car drivers would not risk it either, preferring to be "deemed as having failed". However, the test was feasible and non-damaging despite its "horrific" aspect, and Gwyn Dyer won it with his Austin Somerset, a car that would hardly be classed as most suitable for the manoeuvre.

Back then in the failing light to Kilkenny, all but seven crews falling victims to a secret check. Dr. O'Sullivan retired near Nenagh when he found he had got to the wrong Rockford House, the right one being some 50 miles nearer home. Within a short distance of Kilkenny competitors found themselves on a narrow road completely overhung with brambles, and nobody completed this section without loss of marks.

JACK O'DONOGHUE.

### Results

**Premier Award:** R. B. Nixon (Ford Anglia), 452.4.

**Saloon Class:** T. D. O'Leary (Volkswagen), 453.9.

**Ladies' Award:** Miss E. Ingram (M.G.), 709.5.

### M.G.C.C. RALLY

KEITH HALE, secretary of the M.G. Car Club's S.E. Centre, has owned two 1½-litre M.G. saloons, both of which he duly christened. To commemorate them he presented two trophies to the club, and these, the Carissima Cup and the Mignon, formed the main awards for last week-end's November Rally. It was only natural, therefore, that he should feel pleased when the event was won by a 1½-litre saloon, although only three of the 54 entrants were driving cars of this type. On the other hand, it might be more correct to say that the event was won by Keith Hale himself, for only half the field finished the course and even the highest placed lost more than 2,000 marks.

Rain was pouring down relentlessly when the 52 starters gathered at the Sugar Bowl, Burgh Heath, Surrey, for the 7 p.m. start, and not once did it falter during the entire 13 hours of the event. Competitors found it almost impossible to follow the tail lights of the car in front—and in any case were in trouble if they did so, for there were subtle

differences between the routes for odd and even numbers on the first section. This, entitled "Keith's Welcome", caused 10 retirements in the first couple of hours and left only S. L. Offord (Ford Zephyr) and R. Randall (M.G. TD) with clean sheets; however, these two also retired later in the night.

After supper at the Doone Restaurant, on the Hog's Back, there followed "Don's Dilemma", which was an "Eight Clubs" section in the Woking area. Returning to the Hog's Back, competitors were then despatched by way of "Tyman's Teaser" to Lydd in Kent, 100 miles away. "Shove Special" came next, with five points defined by map reference, leading to Bushford for "Ghost Train", the highly involved regularity test. Surprisingly, five entrants succeeded in keeping pace with their imaginary train, crossing all the required bridges to finish at Westham, where the Grasshopper Inn was the final control. D. C. Bull (1½-litre saloon) was the winner, with D. L. Rees (Triumph TR2) as runner-up, but all lost so many marks that no first-class awards were presented.

### THIRD BORDER RALLY

FIFTY of the 51 entrants started in the Third Border Rally of Berwick and District Motor Club on Sunday, 24th October. All but 10 cars finished a stiff course with the outright winner of the Hardcastle Silver Challenge Cup and £20, W. Potts, of Shidlaw, Cornhill, in an Austin-Healey. He had a clean sheet and also won the trophy for the best performance by a club member.

### SOUTHERN JOWETT POINT-TO-POINT

SMALL cars emerged triumphant in the Southern Jowett C.C.'s fourth annual Hertfordshire Point-to-point, a 100-mile event held on Sunday, 31st October. The competitors started from Hadley Green, Barnet, and visited the locations of 23 six-figure map references, finishing at South Mimms.

### Results

**Premier Award:** P. C. Lacey (Ford 10), 180 points; 2, P. Kehl (Jowett 7), 157; 3, R. A. White (Ford 10), 128; 4, Mrs. Fitzpatrick (Morris Minor), 117.

### FIRST ULSTER TRIAL

HAVING spent the summer staging a successful Tourist Trophy Race and two hill-climbs, members of the Ulster A.C. turned their attention to driveability trials once more on Saturday, 30th October. This event brought out 28 starters, who duly lined up at Killynure School, near Carryduff. The trial covered a total distance of 52 miles, divided into two sections, with three driving tests in each section.

The first test, at Rowellane, consisted of a rush forward, a reverse round two markers and forward to stop between two lines 15 feet apart. David Archibald (750 Renault) put in a splendid run in 23.8 secs., but almost at once this was beaten by Jim Dowling (Ford Utility) in 22.2 secs. This stood until Gordon McNally (Dellow) clipped the time to 21.8 secs. This was equalized by Desmond Titterington (Dellow) and looked like being the best until Mervyn Glover arrived and completed a very neat run in 21 secs. dead.

It was Glover again at the second test, held at Rocky Quarter. This was a complicated move around a triangle, with the engine started only by the electric starter and two free-wheel sallies thrown in. Glover's 48.2 secs. was almost equalled by Robin McKinney (Triumph TR2) who took 48.4 and, to everyone's surprise, Jim Dowling got his utility round in 48.6 secs. Dowling's great closed car rival, Ernie Robb (Ford Popular), clocked 49.2 secs. and Cecil Molyneaux (Austin A30) 49.4 secs.

Meanwhile Dermot Johnson (D.P.1) had been forced to call it a day with a broken radius arm and soon afterwards S. A. Steele had to seek a tow-rope to get his clutchless Jowett Javelin back to civilization.

It was in the third test at Cratlieve that Sammy Moore (Dellow) made his presence felt. The test was a run downhill to the left of a narrow channel, round the channel and then through it. Moore's time was 13 secs. and the only man to get within striking distance of this was McNally, in 13.8 secs. This time Robb's 20.4 secs. beat Dowling's 21 secs., but both were beaten by Andy Hutchinson (Standard Ten) who took 20.2 secs.

In the second half of the trial Desmond Titterington started moving up towards the lead. In the fourth test, at Ebnego Close, a forward and reverse and forward in a narrow lane further constricted by pylons, Titterington's 22.4 secs. was best.

### COMING ATTRACTIONS

**November 12th/13th.** *M.C.C. Redex National Rally. Final tests and concours d'élégance, Hastings.*

**November 13th.** *Mid-Thames C.C. Evening Rally.*

*Omagh M.C. Trial, N. Ireland.*

*Knock M.C. Trial, N. Ireland.*

**November 14th.** *L.I.S.C.A. 50-mile rally, Long Island, U.S.A.*

*R.A.C. Veteran Car Run to Brighton. Start, Hyde Park, 8.30 a.m.*

*Yorkshire S.C.C. Pennine Trial. Start, 10.30 a.m., Packhorse Inn, Southowram, nr. Halifax.*

*Southsea M.C. President's Trial. Start, 10.30 a.m., Deers Hut Hotel, Longmoor, nr. Liphook, Hants.*

*Harrow C.C. Cottingham Memorial Trophy Trial. Start, 10.30 a.m., Old Kings Arms, Stokenchurch.*

*Nottingham S.C.C. Autumn Cup Trial. Start, 11.30 a.m., Trent Bridge.*

*North Devon M.C. Autocross.*

*Leinster M.C. G.V.B. Cup Trial, Eire.*

Phil Harding, whose original Todd Special has now been renamed the Hartodd, was the next best in 22.6 secs. and Sammy Moore took 22.8 secs.

Titterington's 17.4 secs. was fast for the fifth test, a zig-zag in forward and reverse around some pylons. But this time Moore forced Desmond to share the honours, while Ernie Robb put in a very creditable 17.6 secs., which compared more than favourably with Dowling's 19.2 secs., a time equalled by Molyneaux, Harding and Glover.

In the final test no one could get near Titterington's 34.2 secs., although Glover tried hard by clocking 35.4 secs. Here, too, Robb slipped further ahead of Dowling by completing the test in 39 secs. as compared with Dowling's 43 secs. Molyneaux's 40.4 secs. was also worthy of note.

W. A. McM.

#### Results

1, and best open car, J. D. Titterington (Dellow), 165.6 marks lost; 2, Mervyn Glover (Dellow), 168.4; 3, and best closed car, Ernie Robb (Ford Popular), 174.6; 4, Sammy Moore (Dellow), 176.8; 5, Phil Harding (Hartodd), 178.6; 6, and second-best closed car, Jim Dowling (Ford Utility), 179; 7, and best novice, Cecil Molyneaux (Austin A30), 179.6.

### DATE CHANGE

THE Margate and District C.C. have announced that the dates of their Ramsgate Autumn Rally have been changed from 26th-27th November to Saturday and Sunday, 27th-28th November. The closing date for entries has accordingly been put forward to 20th November.

### SHENSTONE & D.C.C. CHASE TROPHY TRIAL 7th November

**Chase Trophy (best performance):** E. Harrison (Harford IV), 5 marks lost.

**Rugeley Bowl (best performance by a sports car):** M. Davis (Dellow), 74 marks.

**Committee Cup (best percentage improvement by member over last year's performance in same car):** J. D. Hollingworth (Oliver), 33 marks.

**First Class Awards:** T. C. Harrison (Harford III), 6; R. Chappell (Cannotton), 13; M. Cannon (Cannon), 10; A. W. Lilley (Ford Special), 4.

**Second Class Awards:** P. A. Atkinson (Atkinson), 14; J. S. Jenkins (Austin), 14; R. W. Phillips (Le Tout), 15; C. Corbishley (C.C.S. 4), 18.

Report will be published next week.

### CLUB FIXTURES

**Northampton and D.C.C.**—Festival dance, 12th November, Blisworth Hotel, 8.30 p.m.

**Cemian M.C.**—Social run, 14th November, Starting from "Olde Greene Manne", Northwood, 12 noon.

**Alvis O.C.**—Meeting, 14th November, "Three Legged Cross", Warfield Street, Warfield, Berks.

**Malden and D.M.C.**—Social run, 14th November, Starting Littleworth Common Road, Esher, 2.15 p.m.; Film show, 18th November, Liverpool, Kingston, 8.30 p.m.

**Mid-Thames C.C.**—Film show, 15th November, Anglers' Hotel, Teddington.

**750 M.C.**—Meetings: 15th November, Abbey Hotel, Stonebridge Park; 16th November, Dog & Gun, Banbury; 16th November, "43" Club, 43 Leigham Court Road, Streatham; 17th November, The Bell, Brook, nr. Lyndhurst, Hants; 17th November, Neville Arms, Kinoulton, Notts.

**Ulster A.C.**—A.G.M., 16th November, Donegall Chambers, Donegall Place, Belfast, 7.30 p.m.

**A.C.O.C.**—Film show, 16th November, Paviour's Arms, Westminster, 8 p.m.

**Bentley D.C.**—Duck supper, 16th November, King's Head, Aston Cantlow, Warwicks; Meeting, 18th November, King's Head, Roehampton, London.

**Liverpool M.C.**—Meeting, 17th November, Childwall Abbey Hotel.

**Burnham-on-Sea M.C.**—Film show, 18th November, Ritz Cinema.

**Singer O.C.**—Meetings: 18th November, Prince of Wales, Eccleshall Street South, Sheffield; Ash-ton Hotel, Praed Street, London, W.2.

**Surrey Sporting M.C.**—Film show, 18th November, Warwick Hotel, Redhill.

**Vintage S.C.C.**—Meetings: 18th November, White Lion, Cobham, Surrey; Mill Inn, Withington, nr. Cheltenham.

**B.R.S.C.C.**—Film show, 18th November, Empire Society Hall, 7.30 p.m.

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(Continued overleaf)

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- Standard** 8 h.p. flying saloon 1939, grey with blue leather interior, appearance would be improved by recollaring the body, very economical little car and going very cheap at only £135
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- Morris** Minor two-door saloon, quite a smart little car, practically given away at only £65
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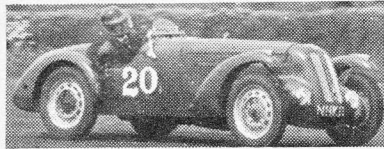
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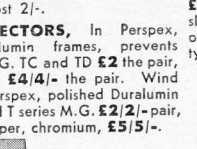
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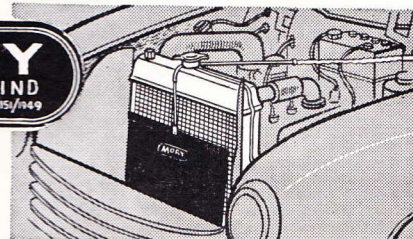
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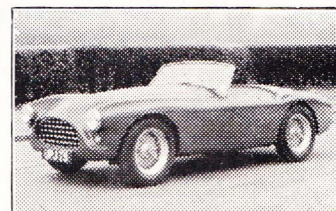
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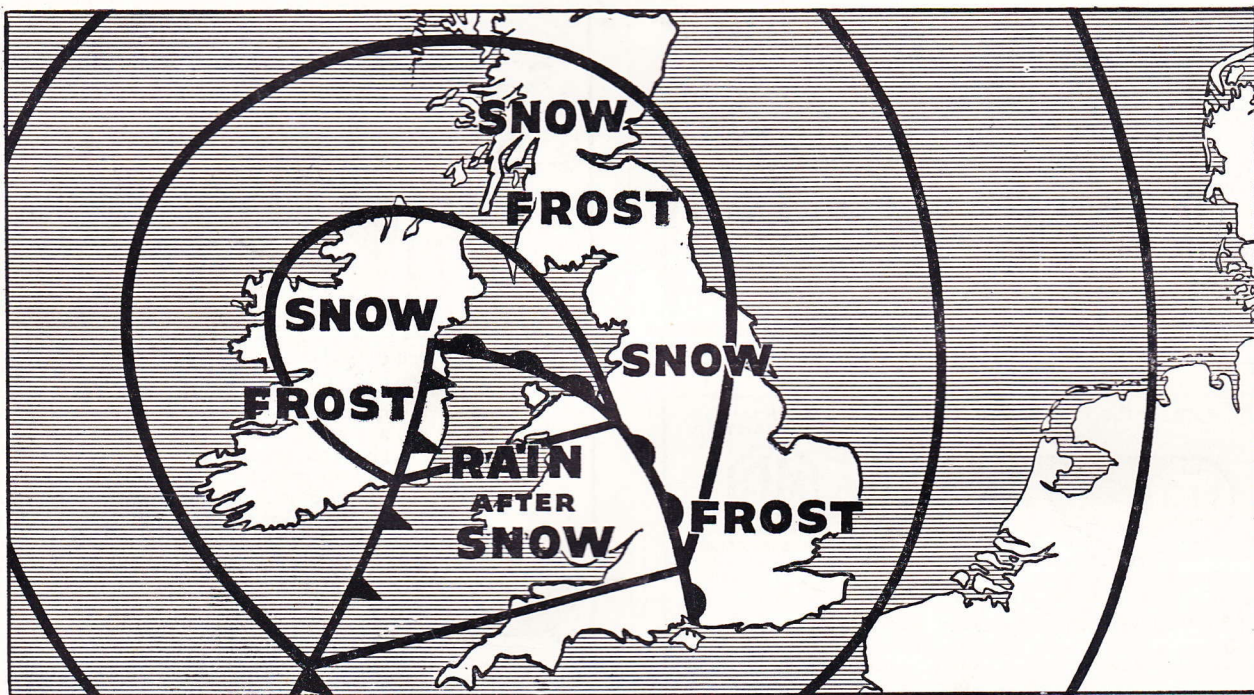
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